

# **Responses to Comments**

## **Boat Central**

### **Final Environmental Impact Report**

**Project No. R2008-02340**



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**DEIR - Volume 4 of 4**

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Group



# 1. Introduction

This Responses to Comments document has been prepared to respond to public comments received on the Draft Environmental Impact Report (DEIR) for the proposed Boat Central project. The DEIR was available for a 60-day public review period commencing January 5, 2012 and ending on March 5, 2012. Comments from the public were also heard at a meeting of the Hearing Examiner held on February 8, 2012 at Chace Park in Marina del Rey. The California Environmental Quality Act (CEQA) Guidelines §15105(a) states that the Lead Agency shall provide a public review period of not less than 45 days for a proposed Environmental Impact Report when review by state agencies is required.

Distribution of the DEIR and Notice of Availability for review and comment included the following agencies and organizations:

- Los Angeles County -
  - County Clerk
  - Regional Planning
  - Public Works
  - Public Health
  - Fire Department
  - Sheriff Department
  - Beaches and Harbors
  - County Sanitation Districts
  - Parks and Recreation
  - Public Library
  - Board of Supervisors (Fourth District Office)

Southern California Association of Governments

State Department of Conservation

Caltrans District 7

California Highway Patrol

California Regional Water Quality Control Board

California Department of Fish and Game

Department of Toxic Substances Control

South Coast Air Quality Management District

State Clearinghouse

Department of Water Resources

California State Lands Commission

California Coastal Commission  
Federal Aviation Administration  
U. S. Department of the Army Corps of Engineers  
U. S. Fish & Wildlife Service  
City of Los Angeles  
    Bureau of Sanitation  
    Planning Department  
    Transportation Department  
Metropolitan Water District  
Los Angeles Unified School District  
City of Santa Monica  
City of Culver City  
Metropolitan Transit Authority  
Metro CEQA Review  
California Water Impact Network  
Legal Aid Foundation of Los Angeles  
Santa Monica Bay Restoration Foundation  
California State Coastal Conservancy  
People Organized for Westside Renewal  
Audubon Society  
Sierra Club  
Save Open Space

In addition, the Notice of Completion and Availability of a Draft Environmental Impact Report was posted on the project site and posted on the County's website. Copies of the Draft EIR were made available for public review at the County Department of Regional Planning, Lloyd Taber - Marina del Rey Library, Culver City Julian Dixon Library and the Abbot Kinney Memorial Library.

In accordance with CEQA Guidelines §15088, the County, as Lead Agency for the project, has reviewed and evaluated written comments submitted during the public review period regarding the Boat Central dry stack storage facility project.

The CEQA Guidelines, §15088, "Evaluation of Response to Comments," states:

- a) The lead agency shall evaluate comments on environmental issues received from persons who reviewed the draft EIR and shall prepare a written response. The lead agency shall respond to comments received during the noticed comment period and any extensions and may respond to late comments.

- b) The lead agency shall provide a written proposed response to a public agency on comments made by that public agency at least 10 days prior to certifying an environmental impact report.
- c) The written response shall describe the disposition of significant environmental issues raised (e.g. revisions to the proposed project to mitigate anticipated impacts or objections). In particular, the major environmental issues raised when the lead agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail giving reasons why specific comments and suggestions were not accepted. There must be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice.
- d) The response to comments may take the form of a revision to the draft EIR or may be a separate section in the final EIR. Where the response to comments makes important changes in the information contained in the text of the draft EIR, the lead agency should either:
  - 1) Revise the text in the body of the EIR, or
  - 2) Include marginal notes showing that the information is revised in the response to comments.

No significant changes to the data and analysis contained in the Draft EIR have been required as a result of the comments received during this response process. The responses provided herein clarify, amplify, elaborate, and make minor modifications to the Draft EIR. The Draft EIR remains adequate and complete; therefore, recirculation per CEQA §15088.5 is not required. This Responses to Comments document has been prepared and constitutes a separate section of the Draft EIR and will be incorporated as part of the Final EIR as presented to the Los Angeles County Regional Planning Commission for certification.

The County has elected, as appropriate, to revise the Draft EIR text where necessary to address errata or direct the reader's attention to information in the Responses to Comments document.

CEQA Guidelines §15088 addresses a Lead Agency's responsibilities in responding to comments. The Guidelines require, among other things, that the Lead Agency provide a good faith, reasoned analysis in response to significant environmental issues raised, particularly when the Lead Agency's position is at variance with the objections and recommendations raised by commenters. §15088 does not require an individuated, personalized response to each comment letter, and does not prevent the Lead Agency from responding to comments by way of a summary or comprehensive response that may apply to several individual remarks in comment letters.

The County believes that the provision of "Topical Responses" to certain comments in this case would best provide an informative and complete response to issues that were raised by multiple parties. The County has also provided individual responses to each remark in letters received on the DEIR, but where appropriate has referred the reader to a general response. In this way, an understanding of the

County's good faith, reasoned analysis can be both comprehensive and easier to grasp at a glance. The major contentions that lend themselves to Topical Responses are:

- The proposed project relocates use of Dock 52 by charter boat operators and removes the free parking available on Parcel 52 (Topical Response #1)
- Congestion, safety and maneuverability issues will occur due to conflicts with the existing public launch ramp's proximity to the dry stack storage facility and due to development of future projects within Basin H (Topical Response #2)
- The DEIR did not adequately address the County Design Control Board (DCB) meetings or actions during DCB's review of the proposed project in 2007 (Topical Response #3)

*Public Resources Code* §21091(d)(1) requires that the County, as Lead Agency, consider any comments on the proposed DEIR that are received within the public review period. The County received 20 comments letters or emails on the DEIR from public agencies, organizations, and individuals. In addition, the County Hearing Examiner held a public meeting on February 8, 2012. Several questions were raised regarding replacement vehicle parking, charter boat dock relocation and safety and navigability in Basin H. These issues are addressed herein in Topical Responses 1 and 2. No additional environmental issues were raised at the meeting that had not been addressed in the DEIR.

CEQA Guidelines §15204(a) provides that:

In reviewing draft EIRs, persons and public agencies should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible, in light of factors such as the magnitude of the project at issue, the severity of its likely environmental impacts and the geographic scope of the project. CEQA does not require a lead agency to conduct every test or perform all research, study and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and need not provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.

CEQA Guidelines §15204(c) further advises:

Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts or expert opinion supported by facts in support of the comments. Pursuant to §15064, an effect shall not be considered significant in the absence of substantial evidence.

CEQA Guidelines §15204(d) states:

Each responsible agency and trustee agency shall focus its comments on environmental information germane to that agency's statutory responsibility.

CEQA Guidelines §15024(e) states:

This section shall not be used to restrict the ability of reviewers to comment on the general adequacy of a document or the lead agency to reject comments not focused as recommended by this section.

Each comment received on the DEIR is included in its entirety in this document. Each letter or email containing comments on the DEIR is followed by responses corresponding to comments submitted in the letter or email. No new significant environmental impacts are raised by the submitted comment letters.

## 2. Acronyms

ACOE	Army Corps of Engineers
ADA	Americans with Disabilities Act
CCC	California Coastal Commission
CEQA	California Environmental Quality Act
DBH	County of LA Department of Harbors and Beaches
DCB	County of LA Design Control Board
DPW (LACDPW)	County of LA Department of Public Works
DBAW	Department of Boating and Waterways
DEIR	Draft Environmental Impact Report
LCP	Local Coastal Program
LCP/LUP	Local Coastal Program/Land Use Plan
PRC	Public Resources Code
RTC	Response(s) to Comments
RFP	Request for Proposal
SCAQMD	South Coast Air Quality Management District

### 3. DEIR Errata

The following is a list of clarifications to the Boat Central Draft Environmental Impact Report. Text modifications are shown in underline/strike-thru format.

#### Chapter 2 - Executive Summary

Page 2-24, Table 2.5-1, contained a typographical error in the Transportation and Traffic Project Impacts section:

The proposed project, upon completion in year ~~2011~~-2013 . . .

#### Chapter 3 - History and Background

Page 3-1, paragraph has been modified to clarify the County RFP process chronology as follows:

“ . . . Three developers submitted proposals for the original RFP in 2003. Two developers submitted proposals for the second RFP in 2005. Several hearings were held on the RFP between 2003 and 2005. In 2005 the Applicant was selected and subsequently signed a Lease Option, along with a lease agreement, in 2007 for development of the project. An option extension was signed in 2008.”

Page 3-2 contained a reference to a summary of comments from the public scoping meeting. The DEIR incorrectly noted: “A summary of the comments provided during the scoping meeting is included in the table below . . .” The table can be found on page 1-10 of the DEIR.

#### Chapter 4 - Section 4.2 - Existing Conditions

Page 4-5, paragraph 2, notes that Parcel 52 contains 245 parking spaces. For purposes of clarification, the two parking studies referenced in the DEIR (page 5-285), Raju Associates, Inc. and Hirsch/Green Transportation Consulting, Inc., note 236 and 237 parking spaces. No change in the analysis occurs as a result of the difference in parking space counts.

#### Chapter 4 - Section 4.3.1 - Dry Stack Boat Storage

Page 4-18, paragraph 3 - the following text is added at the end of the paragraph:

“The over-water portion of the structure will be supported on approximately 22 foundation pile locations.”

**Chapter 4 - Section 4.3.5 - Public Access**

Page 4-26, Public Promenade, contains a transposition of words and a punctuation mark omission. The third paragraph should read:

While views of the water will be available across the parking lot, no walkway will be provided ~~to the adjacent water, However,~~ adjacent to the water. However, . . .

**Chapter 4 - Section 4.4.6 - Parking Permit**

The following text is added to clarify the parking ratio:

A Parking Permit will be requested to permit the provision of on-site parking at a ratio of 0.36 cars per boat space (or a ratio of 0.33 assuming an allotment of nine spaces is required for the Boat Central office and the Sheriff's Boatwright/Lifeguard office) as well as valet parking.

**Chapter 4 - Section 4.5 - Project Goals and Objectives**

In response to a comment received, the following Goal is added to the DEIR:

- Enhance recreational and public viewing opportunities by including an on-site view park

**Chapter 5 - Section 5.1 - Aesthetics**

Page 5-7 - Exhibit 5.1.4 text contains a typographical error. In the first sentence, Chace Park is spelled Chase.

Page 5-14 - In order to clarify the proposed night lighting sources, the following sentence is added to the first paragraph:

"Sources of nighttime lighting include the parking lot and the boat storage structure. Low-level security lighting will be installed at entries to the office, lounge and Sheriff's Boatwright/lifeguard facility."

**Chapter 5 - Section 5.3 - Biological Resources**

Page 5-55 - The biological reports for the proposed project are listed on page 5-55 as well as included in their entirety in Appendix E of the DEIR. The report by Robert Hamilton entitled "Great Blue Heron Nesting Trees as Environmentally Sensitive Habitat Areas" references a December 19, 2006 Memorandum by Dr. Jonna Engel of the California Coastal Commission, which was not included in the Hamilton report. The Memorandum is included for reference herein as Appendix 1.

The following text has been included to clarify the number of piles to support the structure and docking system:



Page 5-61 - Section c. - Fill of Coastal Waters - is modified as follows:

“... Thirty 16-inch diameter piles will cover a surface area of 50.7 square feet. The over-water portion of the dry stack structure will be supported on approximately 22 foundation pile locations. The exact number will be determined when final plans are submitted for approval. The placement of piles into the marina bottom represents a ‘fill of coastal waters’ under the federal Clean Water Act. A Section 404 permit for the total number of dock guide piles and structure foundation piles will be obtained from the U.S. Army Corps of Engineers to address the biological impacts of the fill.”

Page 5-76 - The first sentence is modified as follows:

“Approximately 30 pre-stressed concrete 16-inch-square dock guide pilings and 22 structure foundation pilings will be emplaced to support the structure and the dock system.”

Page 5-76 - Section a. 2) - The first sentence is modified as follows:

“Short-term project construction will result in the removal of 14 existing piles, which will be replaced with 30 guide piles.”

Page 5-77 - Section 3) - The first sentence is modified as follows:

“The installation of 30 dock guide piles covering 50.7 square feet and approximately 22 load bearing structure pile foundations covering approximately 148.72 square feet (depending on final engineering) of marina bottom constitutes ‘fill of coastal waters’ under the federal Clean Water Act.”

Page 5-85 - Section 2) - The section is modified as follows:

“Thirty 16-inch guide piles will replace 14 existing piles. The increase in the number of guide piles will result in a net decrease of approximately 31 square feet of soft bottom benthic habitat. In addition to the dock structure, 22 load bearing dry-stack structure pile foundations will further decrease the soft bottom benthic habitat by approximately 148.72 square feet, depending on final engineering.”

## **Chapter 5 - Section 5.4 - Geology and Soils**

The County Department of Public Works has requested that Mitigation Measures G-9, G-11 and G-12 be amended to allow the selection of alternate mitigation techniques, or a combination of techniques, to address potential liquefaction impacts. The revised Mitigation Measures are as follows:

- G-9 During construction, the project manager shall ensure that the liquefaction and lateral spreading potential is addressed by: a) construction of a supplemental supporting system within the soils behind the sea wall to confine the soils from potential lateral movement, or b) improving the supporting characteristics of the liquefaction-susceptible soils with a

ground modification technique or other measure to the satisfaction of the County Department of Public Works.

G-11 During construction, the project manager shall ensure that the Boatwright/lifeguard building is supported on pile foundations and that the foundation-level of the building consists of a continuously reinforced mat foundation supported on piles or as required by the County Department of Public Works.

G-12 During construction, as required by the County Department of Public Works, the project manager shall ensure that soil-cement columns are installed between the existing sea wall and the dry stack boat storage structure.

The above modifications shall also be included where Mitigation Measures G-9, G-11 and G-12 appear in the DEIR as follows:

- Chapter 2 - Section 2.5 - Mitigation Measures (page 2-11)
- Chapter 9 - Inventory of Mitigation Measures (page 9-5)

#### **Chapter 5 - Section 5.5 - Hazards and Hazardous Materials**

Page 5-127, paragraph 3 contains a typographical error. In the third paragraph, Culver Boulevard is spelled Cullber.

#### **Chapter 5 - Section 5.7 - Land Use and Planning**

Page 5-193 - Per the November 3, 2011 Coastal Commission approval of the Marina del Rey LCP amendment, the “Water” land use category was modified. The bullet text at the top of the page is changed to clarify that amendment as follows:

Change the maximum height standard for ~~of any structure~~ the “Water” land use category to allow dry stack storage attached to a landside structure at the heights allowed by the land use category on the landside of a parcel.

#### **Chapter 5 - Section 5.11 - Transportation and Traffic**

Page 5-275 contains a typographical error in the sentence below the last bulleted item. The Mitigation Measure should read T-3, not T-4.

Page 5-282 - The second paragraph below Table 5.11-14 is modified to correct a mathematical error. The correct information is contained in Table 5.11-14. The last sentence in the paragraph is corrected as follows:

Using this calculation methodology results in a ~~one~~ zero-space surplus.

## Chapter 7 - Summary of Cumulative Impacts

Page 7-6 - the Table of Cumulative Impacts contains an incorrect mathematical calculation under Transportation and Traffic. Paragraph 2 under Project Specific Impact, sentence 3 is revised to read:

Accordingly, providing ~~135~~ 134 surface parking spaces will result in a surplus of ~~32~~ 31 spaces using the design ratio and a surplus of ~~10 space~~ using the conservative case ratio for a dry stack boat storage structure.

### Mitigation Measure AQ-4 - Section 2.5, page 2-5 (Matrix of Mitigation Measures), Section 5.2, page 5-51 (Air Quality and Global Climate Change) and Section 9, page 9-1 (Inventory of Mitigation Measures)

In order to clarify Mitigation Measure AQ-4, the following text is revised in each instance where the Mitigation Measure appears as indicated above:

AQ-4 During construction, the Applicant shall ensure that proposed project-specific sites are watered and that construction trucks pass through a shaker grate to remove excess dirt prior to exiting the site. Project-specific sites include disturbed areas where soils are exposed to wind and where construction vehicles may transport loose soils to adjacent properties and roads.

### Mitigation Measure HH-2 - Section 2.5 (Matrix of Mitigation Measures), Section 5.5, page 5-135 (Hazards and Hazardous Materials) and Section 9, page 9-8 (inventory of Mitigation Measures)

In order to clarify Mitigation Measure HH-2, the following text is revised in each instance where the Mitigation Measure appears as indicated above:

HH-2 Prior to construction of a fuel tank facility, the project applicant shall obtain clearance from all relevant agencies for the placement and installation of the fuel tank, including RWQCB, the Department of Public Works, the County Fire Department and the Fire Department's Petro-Chem Unit.

## General Comments

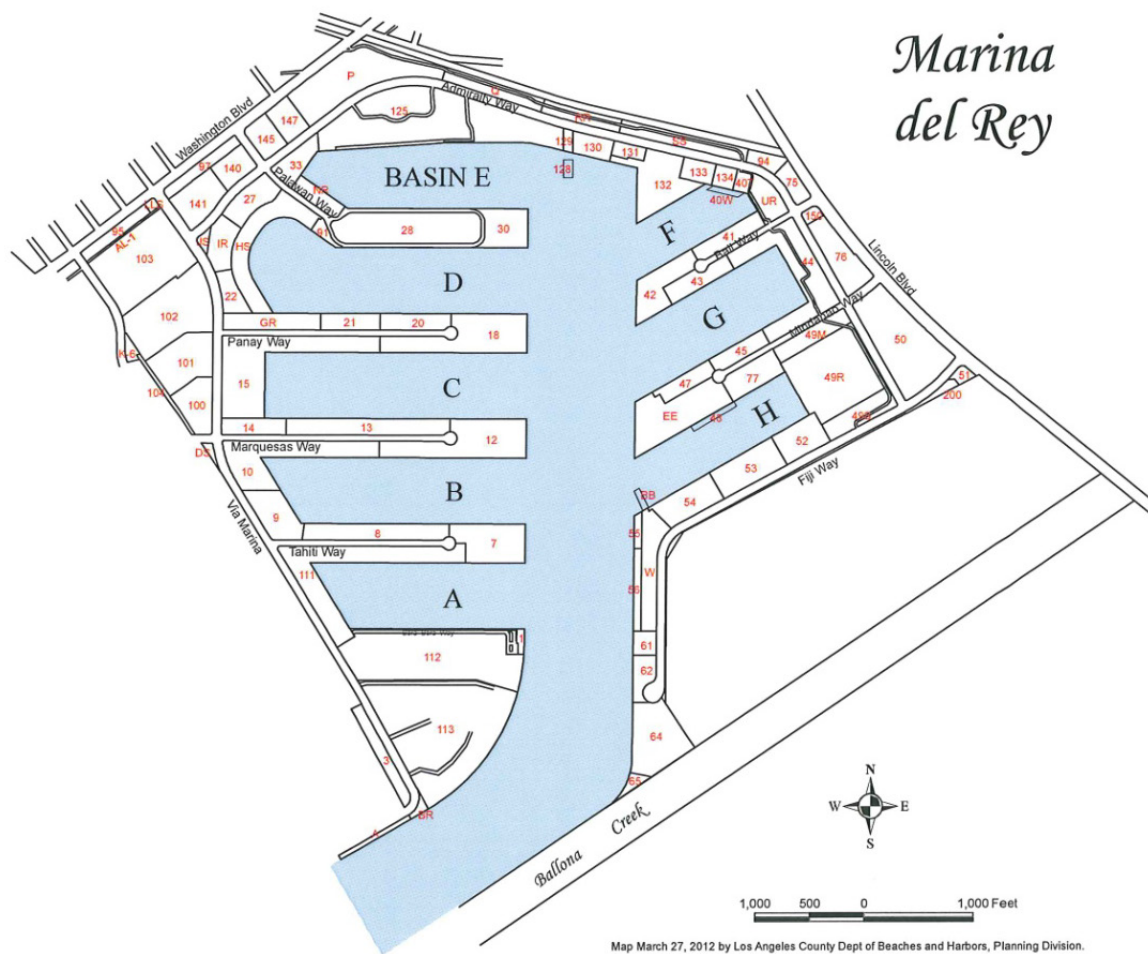
Alternative 4 - Alternate Land Use, Public Facility - on page 6-20 of the DEIR describes development of a nature center as suggested during the public scoping process. As a result of the November 3, 2011 Coastal Commission approval of the Marina del Rey LCP amendment, the land use designations for Parcels 52 and GG are "Boat Storage" and "Water" for the waterside portion with a Waterfront Overlay Zone. Alternative 4 would now require an LCP amendment in order to restore the previous "Public Facility" land use designation to the site.

Parcels 52 and GG have been redesignated as Parcel 52 and all references herein to Parcels 52/GG shall mean Parcel 52 as now shown on the County Department of Beaches and Harbors Map dated March 27, 2012 included below.

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**Updated Marina Map – Consolidated Parcel 52 and GG**

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## 4. Responses to Comments

	<b>Public Agencies</b>	<b>Date</b>	<b>Page</b>
A	Native American Heritage Commission, State of California .....	January 9, 2012 .....	32
B	Department of Transportation, District 7 .....	February 17, 2012 .....	40
C	Department of Conservation .....	March 5, 2012 .....	44
D	County of Los Angeles Department of Public Works .....	<i>February 16, 2012</i> .....	48
E	County of Los Angeles Department of Parks and Recreation .....	March 5, 2012 .....	52
F	County of Los Angeles Fire Department .....	January 24, 2012 .....	54
G	City of Los Angeles, Bureau of Sanitation .....	February 14, 2012 .....	62

### Public Comments

H	Pacifica Hotel Company .....	January 30, 2012 .....	64
I	Marina del Rey Sportfishing, Inc. ....	January 31, 2012 .....	66
J	Marina del Rey Convention and Visitors Bureau .....	February 16, 2012 .....	68
K	FantaSea Yachts & Yacht Club.....	February 29, 2012 .....	70
L	UCLA Marina Aquatic Center .....	<i>[undated]</i> .....	76
M	Westrec Marinas .....	March 1, 2012 .....	78
MM	Squalo Consultoria e Engenharia (on behalf of Westrec Marinas) .....	March 1, 2012 .....	108
N	Marina del Rey Lessees Association.....	March 1, 2012 .....	120
O	Marina Aquatic Center Junior Rowing .....	March 1, 2012 .....	140
P	Alston & Bird LLP .....	March 2, 2012 .....	142

### Late Comments

Q	Nancy Vernon Marino .....	March 6, 2012 (Late Comment) ....	146
R	Army Corps of Engineers, North Coast Branch Regulatory Div....	March 9, 2012 (Late Comment) ...	168
S	Sheriff's Department Headquarters, Los Angeles County Sheriff's Department .....	March 12, 2012 (Late Comment) ..	172
T	Hornblower Cruises & Events .....	March 15, 2012 (Late Comment) ..	176

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**Topical Response #1 – Charter Boat Docking and Patron Parking**

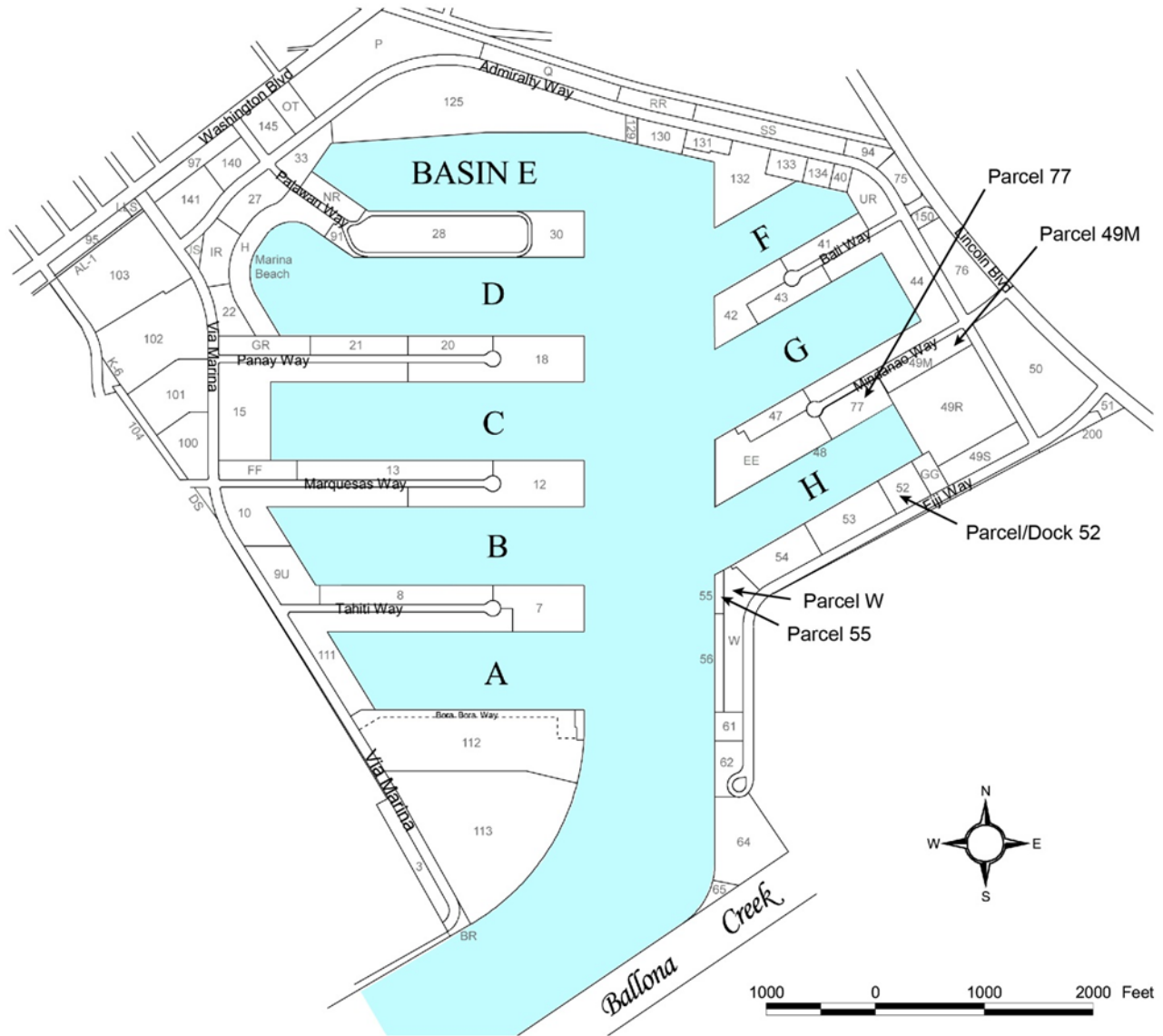
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This response is provided to address topical issues that were identified several times within the comment letters on the DEIR. Reference to this Topical Response is noted in appropriate individual comment letters on this topic.

As noted in the DEIR Project Description, Existing Conditions section (page 4-5), the project site is currently developed with a temporary parking lot with spaces available to the general public at no charge. The lot is primarily utilized for charter boats including sport fishing, dinner/event cruises, and other commercial boating activities. Other observed uses for the lot include general public parking for visitors as well as employee parking for the County offices. Implementation of the proposed project will eliminate this temporary parking lot and displace current users. In addition, the dock (Dock 52) on the waterside portion of Parcels 52 and GG, which is currently used for charter boat passenger loading/unloading, and mooring will be eliminated and the use relocated. The County Department of Beaches and Harbors (DBH) is responsible for the relocation of the dock for charter boat uses and associated parking and has required that the dock be relocated prior to implementation of the Boat Central project. Per a request from the County Board of Supervisors, DBH has held meetings with the charter boat operators currently using Dock 52. As a result, a determination was made to assign the charter yacht cruise excursions to Dock 55 and the sport fishing boats to Dock 77 for loading and unloading of passengers. Replacement docking for charter yacht cruises will be located at Dock 55 at the end of Basin H on the main channel. Parking for charter yacht cruise passengers will be provided at Lot 1 (Parcel W) and Parcel 55 (Dock 55) adjacent to Fisherman's Village. Docking for sport fishing boats will be at Dock 77, with parking available at any of the adjacent public parking lots, including Lot 4 (Parcel 49M), Lot 2 (Parcel 49R), Chace Park (Parcel EE) and the overflow lot located on Parcel 77. Prior to the meetings, DBH requested that their parking contractor, Modern Parking, analyze the current use of Fisherman's Village parking lots to determine if additional vehicles can be accommodated. Results of this analysis were provided in a letter report dated February 20, 2013, which is included herein as Appendix 2. A Parcel Location Map of the marina (Exhibit 4.1-3 in the DEIR) is included on the following page and has been updated to show the locations of the replacement docking and parking.

The Modern Parking analysis included parking activity at Fisherman's Village on six peak days, including Memorial Day weekend, Fourth of July and Labor Day weekend. The lot only reached full capacity on the Fourth of July at 7:30 p.m., likely due to the fireworks show that takes place in the Marina. Modern Parking determined that a valet parking option located at the north end of the lot, which would include removal of a small drive aisle and relocation of two aisles of parking spaces, would accommodate an additional 77 vehicles for peak weekend and holiday use and would accommodate the demand of the charter boat companies currently utilizing Dock 52.

## Marina Map



Map March 2007 by Chris Sellers, Los Angeles County Department of Beaches and Harbors

A letter dated August 6, 2012 from DBH outlining the County's intent to relocate the charter boats using Dock 52 is included herein as Appendix 3a. A subsequent letter dated February 28, 2013, from DBH was sent to the County Department of Regional Planning (DRP) outlining the proposed plan for docking and parking as described above. A copy of that letter is also included herein as Appendix 3b. While the letter states that the docking and parking plan as it relates to the relocation of the sport fishing boats is provided on a temporary basis, it should be noted that redevelopment is a multi-stage process involving preparation and certification of an environmental document and land use entitlements. County hearings and approvals of all discretionary permits may take several years before construction can commence. For example, the Notice of Preparation for the Boat Central EIR was distributed in January 2009 with a hearing now scheduled before the County Regional Planning Commission in April 2013.

To assess the dock and parking demand, the DBH, in communication with two of the charter boat operators, has supplied the following information related to charter boat docking and passenger loading/unloading, including which charters use Dock 52.

## Charter Boat Uses

### Hornblower Cruises and Events

Number of charter boats:	5 (60', 80', 90', 100', 140')
Mooring locations:	Fisherman's Village and Del Rey Landing
Loading/unloading:	Fisherman's Village
Number of boat trips weekly:	15 to 20 total for all boats
Capacity:	60' - 45 capacity 80' - 180 capacity 90' - 300 capacity 100' - 125 capacity 140' - 575 capacity
Actual usage (typical maximum number of passengers per cruise based on passenger comfort):	60' - 30 passengers 80' - 100-124 passengers 90' - 125 passengers 100' - 70-100 passengers 140' - 400 passengers
Parking:	In addition to Fisherman's Village parking lot use, some groups arrive/depart by coach or bus. Some passengers use Parcel 52 and occasionally use the auxiliary lot across from Fisherman's Village. Estimated requirement for parking: 1 car space per 3 passengers.



### FantaSea Yachts

Number of charter boats:	3
Mooring locations:	FantaSea 1 - Parcel 77 Dandean and RegentSea - Marina City Club
Loading/unloading:	FantaSea 1 - Parcel 52 Dandean and RegentSea - Usually dock at the Marina City Club. If event lasts until after midnight, boats unload at Parcel 52.
Number of Boat Trips Weekly:	FantaSea - 2-4 times per week (typically Friday/Saturday nights) Dandean and RegentSea: once per week per boat Total: approximately 6 dockings per week
Capacity:	FantaSea 1 - 350 capacity Dandean and RegentSea - 150 capacity each
Actual Usage: (typical maximum number of passengers per cruise - passenger comfort)	FantaSea 1 - 300 passengers Dandean and RegentSea - 100 but average is less based on than 100 passengers
Parking:	1 space per 3 passengers (weddings/private parties), 1 space per 2 passengers (corporate events)

### Parking Analysis

To respond more fully to comments about charter boat use of Dock 52, the parking currently available on Parcel 52 and the DBH plan to relocate the charter boat uses, Linscott, Law & Greenspan Engineers (LLG) prepared a parking analysis dated March 8, 2013, to substantiate the DEIR conclusion that adequate parking is available elsewhere within the marina for patrons of charter yacht cruises and sport fishing boat cruises. The analysis, included herein in its entirety as Appendix 4, concluded that adequate parking is available within Fisherman's Village and Parcel 49M (with overflow parking available at Parcel 49R) to accommodate the parking spaces displaced by the Boat Central project. A summary of the analysis is provided below.

#### *Existing Dock 52 Theoretical Parking Demand*

There is currently one (1) sport fishing boat company/operator with four (4) boats that utilizes Dock 52 and one charter cruise yacht company with three (3) boats. Typically, only one charter cruise yacht uses Dock 52. Occasionally, the other two charter cruise yachts use Dock 52 for events that last after midnight. Based on information provided by the property agents and boat operator representatives, the boat's "comfortable" capacity was utilized in each alternative described below. The differences between maximum number of passengers and "comfort" capacity are shown above in the information listed for Hornblower and FantaSea cruises. Varying average vehicle occupancy numbers were used based on the type of charter (sport/corporate/wedding). Two alternatives were provided in the report with different parking rates. Under

Alternative #1, the maximum theoretical peak demand is 186 spaces (1.7 to 2.0 persons per vehicle). For Alternative #2, the maximum theoretical peak demand is 147 spaces (3 persons per vehicle). The parking analysis determined that the theoretical demand has been met with the current available parking supply of 236 spaces within Parcel 52 under either Alternative.

### *Observed Parking Demand*

#### *Dock 52 Existing Observed Parking Demand –*

Utilizing data from the “Right-Sizing Parking Study for the Public Parking Lots in Marina Del Rey” prepared by Raju Associates, Inc. in June 2010, the LLG analysis included the number of spaces required for the 85<sup>th</sup>, 90<sup>th</sup> and 95<sup>th</sup> percentile peak observed demand. The 85<sup>th</sup> percentile level is recommended by the 4<sup>th</sup> Edition of *Parking Generation*, published by the Institute of Transportation Engineers (ITE), as the basis of design. At that level, a parking facility would be of sufficient size on all but the equivalent of the peak 15% of its operating days in the year. Dock 52 peak observed demand ranges from 48 to 142 spaces with an 85<sup>th</sup> percentile peak observed demand of 126, a 90<sup>th</sup> percentile demand of 129 and a 95<sup>th</sup> percentile demand of 135 spaces.

In order to estimate combined parking demand associated with the proposed relocation of the charter yacht and sport fishing boat operations, the Dock 52 Existing Observed Demand was divided into charter yacht and sport fishing boat components. Tables in the LLG analysis use three parking categories - Public, Other and Total. The parking analysis split the “other” observed demand category between the sport fishing boats and charter yachts using the sport fishing boats/charter yacht schedule and hourly theoretical parking demands presented in the analysis. At 10:00 a.m. and 1:00 p.m., the split is 100% for the sport fishing boats and 0% for the charter yacht. At 4:00 p.m. the split is 60% sport fishing boats and 40% charter yacht and at 8:00 p.m. the split is 20% for the sport fishing boats and 80% for the charter yacht. The charter yacht is not in operation until 5:00 p.m.

#### *Fisherman’s Village Observed Parking Demand –*

Again using the Raju Associates study, Fisherman’s Village experienced a peak observed demand range from 72 to 435 spaces. Ranking the data from lowest to highest reveals an 85<sup>th</sup> percentile peak observed demand of 360 spaces, a 90<sup>th</sup> percentile peak observed demand of 380 spaces, and a 95<sup>th</sup> percentile peak observed demand of 383 spaces. Fisherman’s Village currently has an existing parking supply of 502 spaces.

#### *Parcel 49M Observed Parking Demand -*

Parcel 49M experienced a peak observed demand range from 4 spaces to 77 spaces. This results in an 85<sup>th</sup> percentile demand of 45 spaces, a 90<sup>th</sup> percentile peak demand of 62 spaces and a 95<sup>th</sup> percentile peak demand of 67 spaces.

### *Combined Parking Demand*

#### Charter Yacht and Fisherman's Village

The combined parking demand of actual Fisherman's Village parking use with the addition of demand associated with the relocation of the charter yachts to Dock 55 shows Fisherman's Village would experience a peak demand range from 83 spaces to 539 spaces. This results in a combined 85<sup>th</sup> percentile peak demand of 455 spaces, a 90<sup>th</sup> percentile peak demand of 466 spaces and a 95<sup>th</sup> percentile peak demand of 492 spaces. The existing parking supply is 502 spaces. Implementation of a Parking Management Plan as identified in the Modern Parking analysis will provide an additional 77 spaces for a total of 579 spaces.

#### Sport Fishing Boats and Parcel 49M

The combined parking demand of actual Parcel 49M parking use and the addition of demand associated with the relocation of the sport fishing boats shows Parcel 49M would experience a peak demand range from 15 spaces to 218 spaces. This results in an 85<sup>th</sup> percentile peak demand of 149 spaces, a 90<sup>th</sup> percentile peak demand of 162 spaces and a 95<sup>th</sup> percentile peak demand of 167 spaces. Regarding the sport fishing boat potential demand, the parking analysis concludes that due to the early-in-the-day arrival pattern for sport fishing, patrons are likely to be fully accommodated in Parcel 49M. The 10:00 a.m. period is projected to have a shortfall on 3 of 13 peak summer season days, and at the 1:00 p.m. period a shortfall is predicted on six of thirteen days as measured with data from the Raju Associates Study.

The actual parking needed for both the relocated sport fishing boats and Parcel 49M is 139 spaces or less for at least three quarters of the weekend operating year. A Parking Management Plan may have to be implemented by the County to use adjacent Parcel 49R for overflow parking to accommodate the 23% of the 104 weekend operating days when the demand may exceed the number of spaces. The parking study suggests inclusion of the following elements into the parking management plan:

- Utilize the parking spaces that are located the furthest away from the boat launch ramps. It is recommended that the parking spaces located in the northeast corner of the parking lot be utilized to provide (as needed) overflow parking (Parcel 49R) for sport fishing boat patrons.
- Provide a parking attendant and/or signage within the overflow parking area (when in use) to direct patrons where to park within Parcel 49R.

## Conclusion

As indicated above, the County DBH is responsible for providing adequate public parking in the Marina. The DBH, in discussions with charter boat operators, has determined that replacement docking for charter yacht cruises will be located at Dock 55, which is at the end of Basin H on the main channel. Parking for charter yacht cruise passengers will be provided at Lot 1 (Parcel W) and Parcel 55 (Dock 55), which are both adjacent to Fisherman's Village. Docking for sport fishing boats will be at Dock 77, with parking available at any of the adjacent public parking lots, including Lot 4 (Parcel 49M), Lot 2 (Parcel 49R), Chace Park (Parcel EE), and the overflow lot located on Parcel 77. The parking analysis by Modern Parking concluded that adequate parking exists at Fisherman's Village for the proposed usage. Valet and tandem parking is recommended at Fisherman's Village for peak usage days, including holidays. As noted in this response, letters from DBH outlining the County's intent to relocate Dock 52 uses and associated charter boat parking, and a letter from Modern Parking outlining parking at Fisherman's Village or Parcel 55 are included as Appendices 2, 3a, and 3b herein.

The LLG parking analysis concluded that the actual parking required for both the relocated sport fishing boats and Parcel 49M is 139 spaces or less for at least three quarters (77%) of the weekend operating year. The analysis recommends a Parking Management Plan be implemented utilizing the adjacent Parcel 49R. General public parking spaces in Marina del Rey are available on a first-come, first-served basis at any of the designated public parking lots. These lots will continue to be available for use by the sport fishing patrons. In addition, the DBH has stated that if necessary, it will create a designated area near Dock 77 where sport fishing patrons can load and unload gear prior to parking in one of the various public lots in the area.

The actual parking required for the relocated charter yacht cruises and existing peak parking demands within Fisherman's Village would essentially equal the existing parking supply of 502 spaces for at least ninety-eight percent (98%) of the summer season weekend conditions. Implementation of the Parking Management Plan identified by Modern Parking, Inc. and described above would balance with the estimated maximum demand of 539 spaces.

As identified in the analyses by Raju Associates, LLG Engineers and Modern Parking, Inc. there is adequate parking within the activity area of the marina to meet the requirements for charter yacht cruises and sport fishing boat needs. The County has identified that parking in certain areas can be increased when necessary, and will make valet parking service available during identified peak periods to facilitate such parking.

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## **Topical Response #2 – Safety and Navigability in Basin H**

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Several commenters noted concerns about boat safety, maneuverability, and overcrowding in Basin H, particularly on high traffic holiday weekends. In order to present additional clarification for conclusions in the DEIR based on the Launch Ramp Maneuverability Study (DEIR pages 5-244, 5-245), Bluewater Design Group has prepared a Basin H Vessel Traffic Study (Study) dated July 2012. While the Study supports the conclusions in the DEIR that boat traffic circulation in the Basin will not be impacted by the project, the Study provides additional clarifying detail on the existing uses and estimates boat activity for each use. The conclusion of the Study is that there is ample room in Basin H for safe vessel separation and maneuverability. Subsequent discussions between the County and the sport fishing and charter yacht owners/operators determined that the large charter yachts will be relocated to Dock 55, outside the Basin H navigation channel, which will minimize conflicts between very large and small vessels. The sport fishing boats will utilize the dock at Parcel 77 until Fisherman's Village is redeveloped and can accommodate all charter vessels and passengers. The Basin H Vessel Traffic Study is included in this document for reference as Appendix 5a. A letter from the County Department of Beaches and Harbors detailing the sport fishing boat and charter yacht docking and parking plans, and described in Topical Response #1 above, is included in Appendix 3b.

Following is a summation of the Basin H Vessel Traffic Study's contents.

### **Documentation of Existing Uses/Facilities in Basin H**

- Burton Chace Park (Parcel EE) - limited docking facilities for transient boaters
- The Boathouse (Parcel 48) - currently being remodeled; Sea Scouts have approximately 11 vessels moored but do not use the building
- Boat storage facility (Parcel 77) - dry boat storage; primarily 18- to 24-foot power boats stored; launched by crane along the seawall or the public launch ramp
- Public boat launch ramp – 6-lane facility; peak day (July 4<sup>th</sup>) launches, 7 per hour; non-holiday weekend launches range from 1 per hour to 3 per hour
- Sheriff's Department docks - intermittent patrol boat launches, patrol boat repairs
- Dock 52 (Parcel 52) - public dock for short-term transient usage, including commercial charters
- The Boat Yard (Parcel 53) - boat repair (estimated 5 to 10 vessel movements per day) and a 103-slip (20 to 40 feet) recreational marina

- Windward Yacht Center (Parcel 54) - vessel repair yard (estimated 5 to 10 vessel movements per day) and a 55-slip (30 to 70 feet) recreational marina with no known plans for reconfiguration of facilities.

### Identification of Proposed Projects

- Burton Chace Park (Parcels 47, 48, 77, EE)
  - Parcel EE - 190' of additional side tie dock for transient vessels
  - Parcel 48 - reconfigured from ten 18' slips and 276' of side tie docks to twelve 32' slips and 282' of side tie docks
  - Parcel 77 - reconfigured to include 485' of dock space for storage of 162 vessels 18' or smaller, plus 150' of side tie space between Parcel 77 and the launch ramp
- Boat Central (Parcels 52/GG) - 345 boat dry stack storage, mast-up storage spaces for 30 vessels
- The Boat Yard (Parcel 53) - modernization of boat yard and potential reconstruction of rental slips (reduction of number of slips from 103 to 101 slips)

### Existing Vessel Traffic Volumes

Vessel trip volumes were estimated for the peak day for each existing use, which does not necessarily occur at the same time and the same day for each use. The 4<sup>th</sup> of July was found to be the peak period for the boat launch ramp and would also likely be the peak day for the slip tenants. However, the boat repair yards would not be in operation at that time. In addition, existing uses have varying hours of operation. The boat launch ramp operates on a 24-hour a day basis and records indicated usage at almost every hour. Boat yards typically operate from early morning to approximately 4:00 or 5:00 p.m. on weekdays. Therefore, since peak hours and peak days vary for the uses, it was determined that using the combined volumes for peak periods and dividing them evenly for a 12-hour period would best approximate the actual vessel volumes for the Basin H traffic patterns. The data indicates that approximately 505 vessel trips would be made in Basin H on a peak day, including origin (trips originating in Basin H) and destination trips (trips into Basin H from other points of origin). If these trips were condensed into a 12-hour period and evenly distributed, there would be 42 vessel trips in the peak hour of the peak day.

### Vessel Traffic Trip Distribution

- Assumes a significant number of boats launched leave Basin H, with 75% returning the same day
- For the remainder of the uses, it was assumed origin and destination trips would be equal

### **Forecast Vessel Traffic Volumes**

To estimate the future vessel trip volumes, the trips generated from the proposed projects described above were added to the existing uses to determine the Forecast Vessel Traffic Volumes. Details of the trips are shown in Table 3, Forecast Vessel Traffic Volumes of the Basin H Vessel Traffic Study, included in Appendix 5a. The same assumptions relative to peak periods, peak hours, and traffic distribution were used for future trips.

Traffic at the boat launch ramp was increased by 10% for peak periods, because this use is functionally constrained by the available parking supply at the site. It was assumed that all vessels launched would return the same day as a worst case scenario. The dry stack boat storage traffic volumes were determined for the peak period of uses based on statistics from other dry stack operations.

Forecast vessel traffic shows that approximately 829 vessel trips would be made in Basin H on a peak day (origin and destination trips). Evenly distributed over a 12-hour period, there would be 69 vessel trips in the peak hour of the peak day.

### **Vessel Traffic Level of Service**

Since there are no adopted standards to define a level of service for a navigation channel, other measures were used to qualify congestion and safety. Specifically, the feeling of congestion in a waterway or the impact of vessel separation for safe navigation can be used to determine a level of service standard for purposes of this analysis.

As explained in the Study, the feeling of congestion on a waterway is a combination of the relative maneuverability of the vessel, the proximity of other vessel traffic and the demands of directing the vessel to or from a berth with variable conditions and potential hazards. The mix of different vessel sizes, uses, and relative maneuverability can contribute to the feeling of congestion. The proximity of other vessels or vessel separation is a more subjective, but equally important component of maneuverability. Factors such as lack of speed for power boats or steady, reliable wind patterns for sail boats contribute to the need for vessel separation.

### **Basin H Traffic Level of Service**

The vessel traffic is forecast to increase from 505 trips to 829 trips on peak days in the build-out condition when considering all proposed projects. This translates to an increase from 42 to 69 trips per peak hour, a 64% increase over existing conditions. Currently, it is estimated that Dock 52 has approximately 20 peak period trips per day (see Basin H Study, Table 2, Existing Vessel Traffic, Appendix 5a).

As noted in the Basin H Vessel Traffic Study: "If the estimate of vessel speed in the channel is 4 knots (5 mph) or less and with a 1, 700-foot-long channel, it would take a motorized boat just under four minutes to travel from the launch ramp to the main channel (the human powered craft would likely be slower than the motorized craft). With the peak period vessel trip volume of 69 vessels in the forecast condition, this boater would encounter at least 8 or 9 other vessels in the 200 foot wide channel

before reaching the main channel.” Assuming the trips are spread over the course of an hour, there would be ample space and time for maneuvering; however, the experience during peak periods would not be carefree. As noted in the study, the increase in trip volume alone does not represent a significant impact to navigation in the channel.

The study concludes that there is adequate room for up to 69 boats per hour to maintain safe vessel separation in the 1,700-foot-long channel while traveling to and from the main channel. Therefore, the increase in volume would not result in a significant increase in the feeling of congestion.

Vessel mix is another important factor to consider in the total impact to navigation and the feeling of congestion. The public launch ramp is the largest generator of vessel trips, and boats must travel the entire length of the Basin H to reach the main channel. The dry stack storage facility will likely be the second largest trip generator. However, vessels from the public launch ramp and the dry stack storage facility will be of the same general type and size, so there will be no impact in terms of vessel mix. Redevelopment of Parcel 77 could generate approximately one-third of the traffic volume as that of the launch ramp. Most of these vessels will be small human-powered craft that are slower, smaller, and less visible than a typical power boat. Smaller craft might encounter more passing boats while traversing to and from the main channel and could also be more impacted by wakes from larger boats.

*Vessel Mix* – The majority of uses in Basin H could be categorized as commercial industrial uses, representing a compatible mix of vessels. The addition of human powered craft could present a navigation issue as noted above. However, on non-peak days the usage at the launch ramp and dry stack storage operations would be significantly lower and, therefore, vessel mix conflicts would be minimized.

*Navigable Areas* – Basin H provides a 200-foot-wide navigable channel, flanked on the north by 45-foot water parcels and on the south by 200-foot water parcels. On-water uses, such as large vessel berthing, boatyards and traditional slips are located within waterfront parcels with all required clearances for vessel berthing operations. Given the proposed change of use at Parcel 52 and its proximity to the public boat launch ramp, the study specifically examines impacts to navigation in the area of the proposed project and the existing public launch ramp.

The floating docks and staging areas for the Boat Central project are configured to ensure that all vessels using these floats will be within the designated water parcel boundary, leaving approximately 48 feet from the closest boarding float to the parcel line and in excess of 68 feet to the staging float for the dry stack operations. If the project was a traditional marina, slips could be located immediately adjacent to the parcel boundaries, which would have a greater impact on the navigable areas for the marina and the public launch ramp.



*Visibility* - Typical power boats require at least one to two boat lengths of clear area around the vessel for safe maneuvering. Visibility of watercraft is also a consideration. Factors that can affect visibility include:

- Vessel size – 30' to 50' vessels have larger “blind spots” compared to smaller vessels
- Sunlight and glare - the east/west alignment of the channel means that in the afternoon, departing vessels will be heading into the sun and in the morning, inbound vessels will be heading into the sun.

However, the sizes (20' to 40') and types of boats projected to use the dry stack facility is similar to the vessels currently found in Basin H. Therefore, the vessel size and sunlight factors currently exist in the Marina, and the dry stack storage facility will not have an impact in this area.

### **Findings and Recommendations**

Based on the above existing conditions and the proposed projects, the Study makes the following findings and recommendations:

1. There is ample water area for proper vessel separation and safe maneuverability in Basin H. The forecast increase in vessel traffic volumes does not in and of itself create significant impacts on congestion. However, the increase in vessel volume combined with an increase of vessel types will increase the “sensation” of congestion.
2. The proposed increase in vessel types will result in a greater differential in speed and size of the craft utilizing the channel which could lead to a “sensation” of congestion. While the size of the channel is adequate to allow for proper vessel separation, it will be incumbent upon the vessel captains to maintain at least two boat lengths of separation while traversing the channel and for slower craft to be aware of passing vessels.
3. Enforcement of a “No Wake/5 mph” zone will help to ensure safe maneuvering given a diverse mix of vessels in the channel.
4. The location of the dry stack storage operation in proximity of the launch ramp is a compatible use given the similarity of vessel mix, sizes, and destinations.
5. The proposed development for The Boat Yard (Parcel 53) is not anticipated to have an effect on vessel traffic within the basin.
6. The low density transient facilities are compatible with the launch ramp uses and would be better located on the northeast side of the basin to minimize vessel traffic in the channel.
7. This analysis looks at the peak hour of the peak period, and it is clear that the majority of the time, the off-peak volumes will be lower. Except for a few peak weekend/holiday days a year, the volume of traffic in Basin H will be low and, therefore, congestion related issues discussed in this report are not likely to occur on a regular basis.

The Basin H study assumed that all existing Dock 52 charter boat uses would be relocated to Dock 55. However, because the County has proposed utilizing Dock 77 in Basin H for sport fishing boats, BLUEWater Design Group conducted a subsequent review to determine whether the conclusions in the Basin H study remain valid. In a letter dated March 8, 2013, Mr. Tim Bazley acknowledged the County's plan to relocate the sport fishing boats to Dock 77 until Fisherman's Village is redeveloped and further notes that the redevelopment plan for Fisherman's Village is a minimum of five years in the future. Since the redevelopment of Chace Park is conceptual at this time, and thus the introduction of small human-powered craft to Basin H is set off in the future, the forecast vessel traffic volumes for Dock 77 assumed in the Basin H study would not occur concurrently with use of Dock 77 by the sport fishing boats. Therefore, "the conclusions in the Basin H Study related to vessel mix are not affected by the County's revised plan because again, the sport fishing operation is not anticipated to remain in Basin H once the Chace Park renovation is underway." The letter further concludes that the County's plan for relocation of the charter operations does not affect the content and conclusions of the Basin H Study. The March 8, 2013 letter is included in its entirety in Appendix 5b.

## **Conclusion**

As indicated in the DEIR (pages 5-285 and 5-286), the County DBH intends to relocate the Dock 52 uses. The determination has been made to redevelop Dock 55 to accommodate charter yacht cruises with parking for patrons in Fisherman's Village. Sport fishing boats will use Parcel 77 for docking and Parcel 49 M for parking. The relocation of these uses will remove the larger charter yacht cruises from Basin H, thereby alleviating the problems inherent with the existing vessel mix (ranging from kayaks and small sailboats to vessels up to 100 feet), navigable area maneuvering requirements and visibility. Subsequent review of the Basin H Vessel Traffic Study determined that the conclusions in the Basin H Study related to vessel mix are not affected by the County's plan to dock sport fishing boat operators at Dock 77 until future renovations to Chace Park are commenced. The remaining vessels in Basin H will mostly be in the under-40-foot range, thus eliminating safety factors inherent with combining very large and very small vessels within the 200-foot-wide navigation channel.

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### Topical Response #3 – Land Use Planning/Design Control Board

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This response is provided to address topical issues that were identified several times within the comment letters. Specifically, several commenters referenced the history of meetings held by the Design Control Board (DCB) and noted that the DEIR did not provide adequate summaries of the meetings and recommendations of the DCB related to their review of the Boat Central project in 2007.

The DEIR, in Section 5.7 - Land Use and Planning (page 5-213), notes that the project was reviewed by the DCB, which is an advisory committee for new development or existing design modifications in unincorporated Marina del Rey. At its May 31, 2007 meeting, the DCB recommended disapproval of the Boat Central project for the following reasons:

1. The proposed project extends over the water, and
2. The project will provide no public promenade along the waterfront.

As an advisory committee, the DCB does not have land use approval authority for projects it reviews. The County retains the approval authority for new and modified projects in Marina del Rey. The DCB's role was modified by the Board of Supervisors in 2009 to provide concurrent review of a project along with the Department of Regional Planning and to narrow the purview of the DCB such that it no longer includes LCP consistency. While the project was reviewed by the DCB prior to this change in its role, the DCB's authority was always an advisory capacity. As stated in the LCP (1996 Marina del Rey Land Use Plan) on page 9-4 under Design Control Board Authority, "The Design Control Board shall review all new development proposals, including renovations, for consistency with the policies and objectives of this LCP and *recommend* such modifications to the design as they deem necessary." (Emphasis added.). Per LCP policy, the DCB's recommendations, as noted above, were forwarded to the Department of Regional Planning. Currently, the DCB is authorized to review plans for architectural design (building and façade design, materials, colors), landscaping, and signs based on the site plan approved by the Regional Planning Commission or hearing officer. Final review of these components ensures consistency with the County's approved standards for design compatibility.

Although the DEIR stated the recommendation of the DCB, several comment letters suggested inclusion of the DCB's review history related to the project. While the DCB action was accurately characterized on page 5-213 of the DEIR, and notwithstanding the DCB's role modification, we are herewith including an expanded history of DCB review of the Boat Central project during public hearings as follows:

- March 15, 2007 – Initial project review with presentation by County Department of Beaches and Harbors and project applicant's architect. Consideration of the project was continued to a subsequent evening meeting.
- May 31, 2007 – A special meeting was held to consider the Boat Central project. Committee recommended disapproval for the reasons stated above.

- July 19, 2007 – DCB affirmed disapproval of the Boat Central project for the same reasons noted in the May 31, 2007 action. The DCB voted for submittal of its comments to the Regional Planning Commission, per its capacity as a review authority, and requested that the Regional Planning Commission either deny the project as submitted or remand the application to the DCB with modifications to the project.

Notwithstanding the DCB review history stated above, the over-the-water element is not a new concept within the Marina (DEIR pg. 4-12, 8-1, 8-2). Further, the project is consistent with relevant goals and policies in the County General Plan and the Marina del Rey Specific Plan. The site is located in a fully developed area of the marina and will provide expanded recreational opportunities for the boating community. DEIR Section 5.7 - Land Use and Planning (page 5-189) details project consistency with local plans, policies, and regulations.

In addition, on November 3, 2011, the California Coastal Commission approved an amendment to the Marina del Rey Local Coastal Program which modified the “Water” land use category. As noted in the DEIR, page 5-191, the approved amendment would:

- Change the land use categories for Parcels 52 and GG to “Boat Storage” and “Water” for the waterside portion, with a Waterfront Overlay Zone,
- Add dry stack boat storage connected to landside structure to uses permitted in the “Water” land use category, and
- Change the maximum height standard for the “Water” land use category to allow dry stack storage attached to a landside structure at the heights allowed by the land use category on the landside of a parcel.

The Executive Director of the Coastal Commission determined that the County’s November 29, 2011 action accepting and agreeing to all modifications suggested by the Commission on November 3, 2011 was legally adequate. At its February 8, 2012 meeting, the Coastal Commission certified the Marina del Rey LCP Amendment 1-11 and the above-noted changes have gone into effect. The Coastal Commission certification eliminates the requirement for the project related amendments proposed in the DEIR and the project is in compliance with the 2012 amended LCP.

With regard to providing a public promenade along the waterfront, the Marina del Rey Land Use Plan contains a policy for the provision of public access. However, as noted on page 5-203 of the DEIR, Access Policy 1 states:

Maximum public access to and along the shoreline with the LCP area shall be a priority goal of this Plan, balanced with the need for public safety and the protection of private property rights and sensitive habitat resources.

Further, in Section A.1 of the LCP (Marina del Rey Land Use Plan), under Public and Leaseholder Rights in Marina del Rey Small Craft Harbor, it states:

While public access is an issue of concern and a theme found throughout the Coastal Act, the demands of safety and security (Coastal Act policy §30210) require that certain areas be precluded or restricted from public entry. Public safety concerns dictate excluding the public from areas maintaining potentially hazardous activities, such as boat yards, maintenance yards, flood control projects, Southern California Gas Company facilities, and private launching facilities.

The LCP amendment, approved by the Coastal Commission on November 3, 2011, with Coastal Commission Executive Director concurrence on February 8, 2012, added to this list of potentially hazardous activities, “dry stack storage facilities, hoist areas, boat ramps.”

These policies allow for the limiting of public access to the waterfront in the interest of public safety. The project provides a 50% view corridor, with a waterfront view park, but limits waterfront access at the point where use of the crane for boat retrieval and storage occurs. This public safety policy is also enforced on the adjacent properties to the west of the project site where boat repair and maintenance facilities abut the waterline and no public promenade is provided. The two stated reasons for DCB denial in 2007 are accurately stated and addressed in the DEIR and no further analysis is warranted.

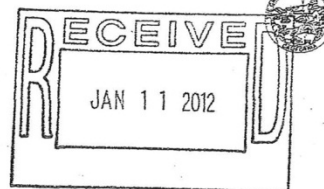
**Comment Letter A –**  
**Native American Heritage Commission, State of California**  
**January 9, 2012**

STATE OF CALIFORNIA

Edmund G. Brown, Jr., Governor

**NATIVE AMERICAN HERITAGE COMMISSION**

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January 9, 2012

Ms. Anita Gutierrez, Project Planner

**County of Los Angeles Department of Regional Planning**  
 320 Temple Street  
 Los Angeles, CA 90012

Re: SCH#2009011058 CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the "Boat Central Project," located in Marina Del Rey; Los Angeles County, California

Dear Ms. Gutierrez:

The Native American Heritage Commission (NAHC) is the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3<sup>rd</sup> 604). The court held that the NAHC has jurisdiction and special expertise, as a state agency, over affected Native American resources, impacted by proposed projects including archaeological, places of religious significance to Native Americans and burial sites. The NAHC wishes to comment on the proposed project.

A-1

This letter includes state and federal statutes relating to Native American historic properties of religious and cultural significance to American Indian tribes and interested Native American individuals as 'consulting parties' under both state and federal law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9.

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance.' In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect.

A-2

The NAHC Sacred Lands File (SLF) search resulted as follows: **Native American cultural resources were not identified** within the project area identified. Also, the absence of archaeological resources does not preclude their existence. . California Public Resources Code §§5097.94 (a) and 5097.96 authorize the NAHC to establish a Sacred Land Inventory to record Native American sacred sites and burial sites. These records are exempt from the provisions of the California Public Records Act pursuant to California Government Code §6254 (r). The purpose of this code is to protect such sites from vandalism, theft and destruction. The NAHC 'Sacred Sites,' as defined by the Native American Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC

**Response to  
Comment Letter A –  
Native American Heritage Commission, State of California  
January 9, 2012**

- A-1 The County acknowledges the Native American Heritage Commission (NAHC) as a Trustee Agency for the protection and preservation of Native American cultural resources.
- A-2 In accordance with the California Environmental Quality Act (*Public Resources Code* 21000-21177) the County is required to analyze a project's potential to result in a significant impact to objects of historic or aesthetic significance. As noted on page 2-26 of the DEIR, a survey conducted prior to the preparation of the Initial Study for the Boat Central project stated that, based on a field survey, it was possible that prehistoric archaeological materials could be unearthed during development. However, the report concluded that the likelihood of finding such materials was improbable. The NAHC Sacred Lands File search found that cultural resources were not identified within the project area. However, the NAHC states that the area is known to be very culturally sensitive. The site will be conditioned to cease grading activities, and contact appropriate representatives, if any cultural resources are discovered during project grading or construction activities.

Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r). This area is known to the NAHC to be very culturally sensitive.

A-2  
(cont'd)

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway. Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you make contact with the list of Native American Contacts on the list of Native American contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Special reference is made to the *Tribal Consultation* requirements of the California 2006 Senate Bill 1059: enabling legislation to the federal Energy Policy Act of 2005 (P.L. 109-58), mandates consultation with Native American tribes (both federally recognized and non federally recognized) where electrically transmission lines are proposed. This is codified in the California Public Resources Code, Chapter 4.3 and §25330 to Division 15.

A-3

Furthermore, pursuant to CA Public Resources Code § 5097.95, the NAHC requests that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and Section 2183.2 that requires documentation, data recovery of cultural resources.

Consultation with tribes and interested Native American consulting parties, on the NAHC list, if the project is under federal jurisdiction, should be conducted in compliance with the requirements of federal NEPA and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq.*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned Secretary of the Interior's *Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the cultural landscape that might include the 'area of potential effect.'

Confidentiality of "historic properties of religious and cultural significance" should also be considered as protected by California Government Code §6254(r) and may also be protected under Section 304 of the NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibility threatened by proposed project activity.

A-4

Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be

A-5



- A-3 The County contacted members of Native American tribes in March 2009 notifying them that an Environmental Impact Report was being prepared and requesting comments and information related to the proposed project and its potential impacts on cultural resources. The project will be conditioned to contact appropriate representatives if cultural resources are discovered during project construction.
- A-4 The County acknowledges the regulations regarding confidentiality of cultural resources found during construction and will abide by any such regulations if resources are found.
- A-5 Please refer to response A-2 above. Processes will be in place in the event of accidental discovery of human remains in order to comply with all codes and regulations for appropriate handling of such remains.

followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery'.

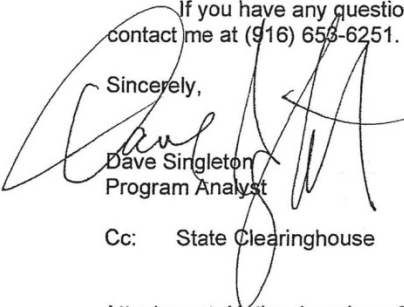
A-5  
(cont'd)

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects.

A-6

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 656-6251.

Sincerely,



Dave Singleton  
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List

- A-6 The County appreciates input from Native American tribes and welcomes consultation in order to maintain joint involvement in the protection of sensitive archaeological and paleontological resources. The County acknowledges the appropriate contact information at the Native American Heritage Commission.

**California Native American Contacts**Los Angeles County  
January 9, 2012

Gabrielino Tongva Indians of California Tribal Council  
Robert F. Dorame, Tribal Chair/Cultural Resources  
P.O. Box 490  
Bellflower, CA 90707  
**gtongva@verizon.net**  
562-761-6417 - voice  
562-761-6417 - fax

Gabrielino Tongva

Frank Arredondo  
PO Box 161  
Santa Barbara Ca 93102  
ksen\_sku\_mu@yahoo.com  
805-617-6884  
ksen\_sku\_mu@yahoo.com

Chumash

Kern Valley Indian Council  
Robert Robinson, Co-Chairperson  
P.O. Box 401  
Weldon, CA 93283  
brobinson@iwvisp.com  
(760) 378-4575 (Home)  
(760) 549-2131 (Work)

Tubatulabal  
Kawaiisu  
Koso  
Yokuts

Gabrielino-Tongva Tribe  
Bernie Acuna  
1875 Century Pk East #1500  
Los Angeles, CA 90067  
(619) 294-6660-work  
(310) 428-5690 - cell  
(310) 587-0170 - FAX  
bacuna1@gabrieinotribe.org

Carol A. Pulido  
165 Mountainview Street  
Oak View, CA 93022  
805-649-2743 (Home)

Chumash

Gabrielino-Tongva Tribe  
Linda Candelaria, Chairwoman  
1875 Century Park East, Suite 1500  
Los Angeles, CA 90067  
lcandelaria1@gabrielinoTribe.org  
626-676-1184- cell  
(310) 587-0170 - FAX  
760-904-6533-home

Melissa M. Parra-Hernandez  
119 North Balsam Street  
Oxnard, CA 93030  
envyy36@yahoo.com  
805-983-7964

Chumash

Santa Ynez Tribal Elders Council  
Freddie Romero, Cultural Preservation Consint  
P.O. Box 365  
Santa Ynez, CA 93460  
freddyromero1959@yahoo.  
805-688-7997, Ext 37

Chumash

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2009011058; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the Boat Central Project; located in Marina Del Rey; Los Angeles County, California.

**California Native American Contacts**  
Los Angeles County  
January 9, 2012

Aylisha Diane Marie Garcia Napoleone  
33054 Decker School Road Chumash  
Malibu , CA 90265  
702-741-6935

Gabrieleno Band of Mission Indians  
Andrew Salas, Chairperson  
P.O. Box 393 Gabirelino  
Covina , CA 91723  
(626) 926-4131  
gabrielenoindians@yahoo.  
com

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2009011058; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the Boat Central Project; located in Marina Del Rey; Los Angeles County, California.

**Comment Letter B****Department of Transportation, District 7**  
**February 17, 2012**

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

EDMUND G. BROWN, JR., Governor

**DEPARTMENT OF TRANSPORTATION**  
 DISTRICT 7, REGIONAL PLANNING  
 IGR/CEQA BRANCH  
 100 MAIN STREET, MS # 16  
 LOS ANGELES, CA 90012-3606  
 PHONE: (213) 897-9140  
 FAX: (213) 897-1337

**RECEIVE**  
 FEB 23 2012



*Flex your power!  
 Be energy efficient!*

February 17, 2012

IGR/CEQA No. 120110AL-DEIR  
 Boat Central Project  
 Vic. LA-01 / PM 30.73 to 31.11  
 SCH #: 2009011058

Ms. Anita Gutierrez  
 Department of Regional Planning  
 Los Angeles County  
 Special Projects Section, Room 1362  
 320 West Temple Street  
 Los Angeles, CA 90012

Dear Ms. Gutierrez:

Thank you for including the California Department of Transportation (Department) in the environmental review process for the above referenced project. The proposed project involves the development of a dry stack boat storage facility, mast-up boat storage, office and customer lounge, a Sheriff's Boatwright office and repair yard, and a public promenade and view park.

B-1

On page 5-287 of the Draft Environmental Impact Report, T-1 the project applicant shall pay Transportation Improvement Program fees based on the PM peak hour trips generated by the project in the amount of \$102,420. Caltrans would like to meet with the County officials to discuss how the transportation fees are collected from this project and other project in the area to mitigate the traffic congestion and enhance public safety on SR-01 and SR-90.

B-2

Since the project site is very close to Pacific Coast Highway (Lincoln Blvd), please be reminded that any work performed within the State Right-of-way will require an Encroachment Permit from the Department. Any modifications to State facilities must meet all mandatory design standard and specifications.

B-3

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects should be designed to discharge clean run-off water. Additionally, discharge of storm water run-off is not permitted onto State highway facilities without any storm water management plan.

B-4

Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from the Department. It is recommended that large size truck trips be limited to off-peak commute periods. In addition, a truck/traffic construction management plan is needed for this project.

B-5

*"Caltrans improves mobility across California"*

**Response to  
Comment Letter B  
Department of Transportation, District 7  
February 17, 2012**

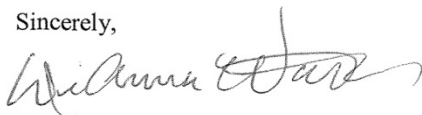
- B-1 The County acknowledges receipt of a letter dated February 17, 2012 from the Department of Transportation, District 7.
- B-2 The County confirms the Transportation Improvement Program Fees as noted on page 5-287 of the DEIR. While the project includes a mitigation measure (T-1) requiring payment of such fees, the operational aspect of fee payment is not an environmental issue discussed in the DEIR. However, the District's request for a meeting to discuss fee payment has been forwarded to the appropriate County agency for response. As of the publication of this Response to Comments document, the Department of Public Works has entered into discussion with the Department of Transportation (Caltrans) regarding options for the collection of fees. The County met with Caltrans on October 11, 2012 to review the traffic impact analysis. Upon Caltrans' Administration approval of the findings based on that review, Caltrans will submit an updated comment letter to the County.
- B-3 The applicant and the County are aware that work within the state right-of-way requires an encroachment permit. This is a state requirement that does not raise an environmental issue specific to CEQA review in the DEIR. However, the project applicant will comply with all local and state permit requirements.
- B-4 As detailed in Section 5.6, Hydrology and Water Quality, in the DEIR, a Water Quality Technical Report has been prepared for the project detailing that vegetated swales in the parking lot will direct runoff to catch basins where water will be further treated. The project will also be required to satisfy the Construction General Permit regulatory requirements, including the preparation of a Storm Water Pollution Prevention Plan. Site design and source control BMPs have been included to minimize runoff and the introduction of pollutants into runoff. Under normal construction and operational conditions, no state highway facilities will be impacted by storm water runoff, as all runoff will be managed and treated in accordance with state and local regulations.
- B-5 Section 5.11, Transportation and Traffic (page 5-271) addresses construction traffic based on a Traffic Assessment prepared for the project. The project is conditioned to prepare, in coordination between the County and the project applicant, a construction management plan that will provide traffic control and identify haul routes and hours of transport activities, and specify days on which truck traffic is prohibited. The plan will also include parking and staging locations for all construction-related vehicles and will be in place prior to construction commencement. It is the intent to stage all construction vehicle activity on-site. All required permits will be obtained prior to construction.

Ms. Anita Gutierrez  
February 17, 2012  
Page 2 of 2

If you have any questions, please feel free to contact Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 120110AL.

B-6

Sincerely,



DIANNA WATSON  
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

*"Caltrans improves mobility across California"*

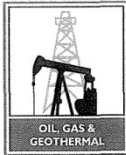


- B-6 The County appreciates the District 7 contact information for questions related to the proposed project.

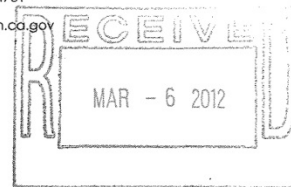
**Comment Letter C****Department of Conservation****Division of Oil, Gas and Geothermal Resources****March 5, 2012**

NATURAL RESOURCES AGENCY

EDMUND G. BROWN, JR. GOVERNOR

**DEPARTMENT OF CONSERVATION****DIVISION OF OIL, GAS AND GEOTHERMAL RESOURCES**

5816 Corporate Avenue • Suite 200 • CYPRESS, CALIFORNIA, 90630-4731

PHONE 714 / 816-6847 • FAX 714 / 816-6853 • WEBSITE [conservation.ca.gov](http://conservation.ca.gov)

March 5, 2012

Ms. Anita Gutierrez

L.A. County, Dept. of Reg. Planning/Special Projects Section, Room 1362

320 West Temple Street

Los Angeles, CA 90012

DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE BOAT CENTRAL PROJECT  
– SCH 2009011058

Dear Ms. Gutierrez:

The Department of Conservation's Division of Oil, Gas, and Geothermal Resources (Division), Cypress office, has reviewed the above referenced project. Our comments are as follows.

C-1

The proposed project is located within the administrative boundaries of the Playa Del Rey oil field. There do not appear to be any wells within or adjacent to your proposed project. A paragraph on page 5-127 of section 5.5 – Hazards and Hazardous Materials, outlines a study done by B&E Engineers. There are two wells that are closer to the project than the Marathon Oil Company Number 1. The first well, which is less than 1500 feet to the ENE, belongs to County of Los Angeles c/o R.A. Del Gu. "Vulcan" #1 (037-13836). The second well, which is less than 1200 feet to the WNW, belongs to the same company "Ohio D.R.L. & W." #2 (037-13801).

The Division is mandated by Section 3106 of the Public Resources Code (PRC) to supervise the drilling, operation, maintenance, and plugging and abandonment of wells for the purpose of preventing: (1) damage to life, health, property, and natural resources; (2) damage to underground and surface waters suitable for irrigation or domestic use; (3) loss of oil, gas, or reservoir energy; and (4) damage to oil and gas deposits by infiltrating water and other causes. Furthermore, the PRC vests in the State Oil and Gas Supervisor (Supervisor) the authority to regulate the manner of drilling, operation, maintenance, and abandonment of oil and gas wells so as to conserve, protect, and prevent waste of these resources, while at the same time encouraging operators to apply viable methods for the purpose of increasing the ultimate recovery of oil and gas.

C-2

The scope and content of information that is germane to the Division's responsibility are contained in Section 3000 et seq. of the Public Resources Code (PRC), and administrative regulations under Title 14, Division 2, Chapter 4 of the California Code of Regulations.

*The Department of Conservation's mission is to balance today's needs with tomorrow's challenges and foster intelligent, sustainable, and efficient use of California's energy, land, and mineral resources.*

**Response to  
Comment Letter C  
Department of Conservation  
Division of Oil, Gas and Geothermal Resources  
March 5, 2012**

- C-1 The County acknowledges receipt of a letter dated March 5, 2012 from the Department of Conservation, Division of Oil, Gas and Geothermal Resources, identifying two wells within close proximity to the Boat Central project. As noted on page 5-127 of the DEIR, no oil wells are located on the project site. The County acknowledges the Department of Conservation identification of two wells closer to the project than the Marathon Oil Company Number 1 well, which was noted in the DEIR. There will be no impact from or to these wells as they are not on the project site and will not be disturbed by project activity.
- C-2 While the Department of Conservation is required to supervise the drilling, operation, maintenance, plugging, and abandonment of wells, no such activity will occur on the project site. There is no anticipation of gas or oil production on site that would require Department of Conservation action pursuant to *Public Resources Code* §3000, et seq.

Ms. Anita Gutierrez  
March 5, 2012  
Page 2 of 2

If any structure is to be located over or in the proximity of a previously plugged and abandoned well, the well may need to be plugged to current Division specifications. Section 3208.1 of the Public Resources Code (PRC) authorizes the State Oil and Gas Supervisor (Supervisor) to order the reabandonment of any previously plugged and abandoned well when construction of any structure over or in the proximity of the well could result in a hazard.

C-3

An operator must have a bond on file with the Division before certain well operations are allowed to begin. The purpose of the bond is to secure the state against all losses, charges, and expenses incurred by it to obtain such compliance by the principal named in the bond. The operator must also designate an agent, residing in the state, to receive and accept service of all orders, notices, and processes of the Supervisor or any court of law.

Written approval from the Supervisor is required prior to changing the physical condition of any well. The operator's notice of intent (notice) to perform any well operation is reviewed on engineering and geological basis. For new wells and the altering of existing wells, approval of the proposal depends primarily on the following: protecting all subsurface hydrocarbons and fresh waters; protection of the environment; using adequate blowout prevention equipment; and utilizing approved drilling and cementing techniques.

The Division must be notified to witness or inspect all operations specified in the approval of any notice. This includes tests and inspections of blowout-prevention equipment, reservoir and freshwater protection measures, and well-plugging operations.

The Division recommends that adequate safety measures be taken by the project manager to prevent people from gaining unauthorized access to oilfield equipment. Safety shut-down devices on wells and other oilfield equipment must be considered when appropriate.

If any plugged and abandoned or unrecorded wells are damaged or uncovered during excavation or grading, remedial plugging operations may be required. If such damage or discovery occurs, the Division's Cypress district office must be contacted to obtain information on the requirements for and approval to perform remedial operations.

Sincerely,



Syndi Pompa  
Associate Oil & Gas Engineer - Facilities

- C-3 The County acknowledges the procedures identified for the approval and operation of gas and oil operations and appreciates the information provided by the Department of Conservation in response to the Boat Central DEIR.

**Comment Letter (Email) D**  
**County of Los Angeles Department of Public Works**  
**February 16, 2012**

**Subject:** FW: Comments for Project No. R2008-02340 CUP200800191, Boat Central - Marina del Rey  
 Parcels 52 and GG- DRP- DEIR  
**Attachments:** logo\_county.gif

**From:** Duong, Toan [<mailto:TDUONG@dpw.lacounty.gov>]

**Draft Environmental IMPACT Report**

**project no. r2008-02340**

**CUP NO. 200800191, ENV200800127**

**Boat central parcel NOS. 52 and GG**

**Marina del rey**

We reviewed the Draft Environmental Impact Report for the Boat Central project. The project involves five main development components including a dry-stack storage facility, mast-up-capable sailboat storage, an office and customer lounge, a Sheriff's Boatwright/Lifeguard facility, and public promenade and viewpark. The project site is located in the unincorporated County area of Marina del Rey at 13483 Fiji Way on Basin H.

D-1

The following comments are for your consideration and relate to the environmental document only:

**Services-Water/Sewer**

a) Water

Please revise the following sections as follow:

D-2

i) Section 5.12.1 Part 1–Water: (pages 5-291 and 5-292)

- Page 5-292, Paragraph 3–Water is currently delivered Water is currently delivered to the site via 10- to 44 24-inch diameter water mains that form a loop around Marina del Rey. The main service connection is supplied through the City of Los Angeles West Basin MWD. Specifically, there is an existing 12-inch-diameter-asphalt asbestos-cement water main in Fiji Way and a water meter serving the property. Public fire hydrants are connected to this main located on the same side of Fiji Way as the property that can provide for fire flow of up to approximately 3,500 gallons per minute (gpm). The Los Angeles County Department of Public Works (LACDPW) Beaches & Harbors is proposing to install approximately 20,000 feet of new 18-inch-diameter steel pipeline to replace the existing aged and undersized pipeline, which was constructed in 1962. The new pipeline will be placed along Fiji Way, Admiralty, Bora Bora, and Via Marina in the same alignment as parallel to the existing pipeline. The old system will remain in place until it is no longer needed. This replacement will improve the Marina del Rey water system to meet domestic and fire protection water demands. Fiji Way is included in Phase III of the Water System Improvement Plan and will include installation of approximately 9,800 linear feet of pipeline along Fiji Way south of Admiralty Way to the cul-de-sac, to Via Marina between Panay Way and Bora Bora Way, and Bora Bora Way to the east end ending at Panay Way. Phase II upgrades to the transmission water main in Fiji Way were scheduled to begin in July 2011 with completion in August 2012. Phase III upgrades will start soon after Phase II is completed.

**Response to  
Comment Letter (Email) D  
County of Los Angeles Department of Public Works  
February 16, 2012**

- D-1 The County acknowledges receipt of an email from Toan Duong, County Department of Public Works.
- D-2 The following paragraph on page 5-292 of the DEIR is hereby modified to reflect minor corrections provided by the commenter. No substantial changes, corrections, or additions have been made to the text. The text modifications are for clarification purposes only.

Paragraph 3 – Water is currently delivered to the site via 10- to ~~14~~ 24-inch diameter water mains that form a loop around Marina del Rey. The main service connection is supplied through the City of Los Angeles West Basin MWD. Specifically, there is an existing 12-inch-diameter ~~asphalt~~ asbestos-cement water main in Fiji Way and a water meter serving the property. Public fire hydrants are connected to this main located on the same side of Fiji Way as the property that can provide for fire flow of up to approximately 3,500 gallons per minute (gpm). The Los Angeles County Department of Public Works (LACDPW) Beaches & Harbors is proposing to install approximately 20,000 feet of new 18-inch-diameter steel pipeline to replace the existing aged and undersized pipeline, which was constructed in 1962. The new pipeline will be placed along Fiji Way, Admiralty, Bora Bora, and Via Marina ~~in the same alignment as~~ parallel to the existing pipeline. ~~The old system will remain in place until it is no longer needed.~~ This replacement will improve the Marina del Rey water system to meet domestic and fire protection water demands. Fiji Way is included in Phase III of the Water System Improvement Plan and will include installation of approximately 9,800 linear feet of pipeline along Fiji Way south of Admiralty Way to the cul-de-sac, to Via Marina between Panay Way and Bora Bora Way, and Bora Bora Way to the east end ending at Panay Way. Phase II upgrades to the transmission water main in Fiji Way were scheduled to begin in July 2011 with completion in August 2012. Phase III upgrades will start soon after Phase II is completed.

ii) Section 5.12.3 Project Impacts Prior to Mitigation (page 5-299)

- Paragraph 6—Because the existing uses were considered in the County's UWMP, and proposed uses will remain substantially the same commercial uses, there is no requirement to prepare a water assessment. No residential uses are proposed on the site. Existing public facilities will be displaced, and as a result there will be no net increase in daily water use. U-1 has been included to ensure adequate coordination to protect the existing District #29 Marina del Rey Water System facilities scheduled to remain. With implementation of the proposed mitigation, no significant impacts will occur.

D-3

If you have any questions regarding the water comments, please contact Greg Even at (626) 300-3331 or [geven@dpw.lacounty.gov](mailto:geven@dpw.lacounty.gov).

b) Sewer

The County of Los Angeles Department of Public Works Marina Sewer Maintenance District is responsible for the operation and Maintenance of the local sewers within the unincorporated Marina del Rey area. Based on the recent Marina Improvement Study conducted by the Design Division of this Department, the existing sewer should be able to accommodate the proposed project as long as the upstream parcels are not upgraded. However, if the upstream parcels are upgraded prior to the implementation of this project, further study would be necessary to assess the impact of the proposed project on the system.

D-4

If you have any questions regarding the sewer comment, please contact May Hong at (626) 300-3388 or [mahong@dpw.lacounty.gov](mailto:mahong@dpw.lacounty.gov).

If you have any additional questions or require more information, please contact me directly. Thank you.

*Joan Duong*

Land Development Division, CEQA Unit

Los Angeles County Department of Public Works

(626) 458-4945

[tduong@dpw.lacounty.gov](mailto:tduong@dpw.lacounty.gov)



- D-3 The following paragraph on page 5-299 of the DEIR is hereby modified to reflect minor corrections provided by the commenter. No substantial changes, corrections or additions have been made to the text. The text modifications are for clarification purposes only.

Paragraph 6 – Because the existing uses were considered in the County’s UWMP, and proposed uses will remain substantially the same commercial uses, there is no requirement to prepare a water assessment. No residential uses are proposed on the site. Existing public facilities will be displaced, and as a result there will be no net increase in daily water use. However, Mitigation Measure U-1 has been included to ensure adequate coordination to protect the existing ~~District #29~~ Marina del Rey Water System facilities scheduled to remain. With implementation of the proposed mitigation, no significant impacts will occur.

- D-4 The County acknowledges that the Department of Public Works Marina Sewer Maintenance District is responsible for the operation and maintenance of the local sewers within the unincorporated Marina del Rey area. It is noted that the existing sewer can accommodate the proposed project as long as the upstream parcels are not upgraded. If such upstream parcels are upgraded prior to project implementation, the County will require further study to assess the impact of the proposed project.

**Comment Letter E****County of Los Angeles Department of Parks and Recreation****March 5, 2012**

COUNTY OF LOS ANGELES  
DEPARTMENT OF PARKS AND RECREATION

*"Parks Make Life Better!"*


Russ Guiney, Director

John Wicker, Chief Deputy Director

March 5, 2012

Sent via e-mail: [agutierrez@planning.lacounty.gov](mailto:agutierrez@planning.lacounty.gov)

TO: Anita Gutierrez  
Department of Regional Planning

FROM:  Joan Rupert, Section Head  
Environmental and Regulatory Permitting Section

SUBJECT: **DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)  
BOAT CENTRAL PROJECT  
PROJECT NUMBER: R2008-02340-(4)  
CONDITIONAL USE PERMIT NO. 200800191  
COASTAL DEVELOPMENT PERMIT NO. 200800007  
PARCELS 52 AND GG, MARINA DEL REY**

The above project has been reviewed for potential impacts on the facilities of this Department. We have determined that the proposed project will not affect any Departmental facilities.

Thank you for including this Department in the review of this notice. If we may be of further assistance, please contact Ms. Julie Yom at (213) 351-5127 or [jyom@parks.lacounty.gov](mailto:jyom@parks.lacounty.gov).

JR:JY/ DEIR Boat Central Project, Marina Del Rey

c: Parks and Recreation (N. E. Garcia, L. Hensley, J. Yom)

Planning and Development Agency • 510 South Vermont Ave • Los Angeles, CA 90020-1975 • (213) 351-5198

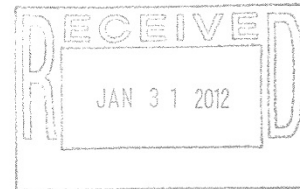
**Response to  
Comment Letter E  
County of Los Angeles Department of Parks and Recreation  
March 5, 2012**

- E-1 The County appreciates the Department of Parks and Recreation review of the Boat Central EIR and acknowledges their conclusion that the project will have no significant impact on Department of Parks and Recreation facilities.

**Comment Letter F****County of Los Angeles Fire Department****January 24, 2012****COUNTY OF LOS ANGELES****FIRE DEPARTMENT**

1320 NORTH EASTERN AVENUE  
LOS ANGELES, CALIFORNIA 90063-3294  
(323) 881-2401

DARYL L. OSBY  
FIRE CHIEF  
FORESTER & FIRE WARDEN



January 24, 2012

Anita Gutierrez, Associate Planner  
Department of Regional Planning  
Special Projects Section  
320 West Temple Street  
Los Angeles, CA 90012

Dear Ms. Gutierrez:

**DRAFT ENVIRONMENTAL IMPACT REPORT, COUNTY PJT. # R2008-02340-(4), CUP # 200800191, COASTAL DEV. PERMIT # 200800007, PLAN AMENDMENT # 200800012, PARKING PERMIT # 200800010, VARIANCE # 200800015, ER # 200800127, STATE CLEARINGHOUSE # 2009011058, BOAT CENTRAL PROJECT, A DRY STACK BOAT STORAGE FACILITY, MAST-UP BOAT STORAGE, OFFICE AND CUSTOMER LOUNGE, SHERIFF'S OFFICE AND REPAIR YARD, PUBLIC PROMENADE AND VIEW PARK, 13483 FIJI WAY ON BASIN H, MARINA DEL REY (FFER #201200003)**

The Draft Environmental Impact Report has been reviewed by the Planning Division, Land Development Unit, Forestry Division and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

**PLANNING DIVISION:**

1. We have no comments at this time.

**LAND DEVELOPMENT UNIT:**

1. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and fire hydrants.
2. Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than 28 feet in width clear to the sky.

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS	CALABASAS	DIAMOND BAR	HIDDEN HILLS	LA MIRADA	MALIBU	POMONA	SIGNAL HILL
ARTESIA	CARSON	DUARTE	HUNTINGTON PARK	LA PUENTE	MAYWOOD	RANCHO PALOS VERDES	SOUTH EL MONTE
AZUSA	CERRITOS	EL MONTE	INDUSTRY	LAKEWOOD	NORWALK	ROLLING HILLS	SOUTH GATE
BALDWIN PARK	CLAREMONT	GARDENA	INGLEWOOD	LANCASTER	PALMDALE	ROLLING HILLS ESTATES	TEMPLE CITY
BELL	COMMERCE	GLENDALE	IRVINDALE	LAWDALE	PALOS VERDES ESTATES	ROSEMEAD	WALNUT
BELL GARDENS	COVINA	HAWAIIAN GARDENS	LA CANADA FLINTRIDGE	LOMITA	PARAMOUNT	SAN DIMAS	WEST HOLLYWOOD
BELLFLOWER	CUDAHY	HAWTHORNE	LA HABRA	LYNWOOD	PICO RIVERA	SANTA CLARITA	WESTLAKE VILLAGE
BRADBURY							WHITTIER

**Response to  
Comment Letter F  
County of Los Angeles Fire Department  
January 24, 2012**

- F-1 The County acknowledges receipt of a January 24, 2012 letter from the County Fire Department with comments on the DEIR from individual Fire Department divisions. It is noted that the Planning Division has no comments.
- F-2 Land Development Unit: As noted on page 5-132 of the DEIR, the project is conditioned to submit all building plans to the County Fire Department for review and compliance with applicable code and ordinance requirements for construction, access, fire flows, hydrants, and water mains. As indicated by the commenter, the project was previously reviewed during the Conditional Use Permit process, and conditions and requirements were applied at that time. The County will continue coordination with the Fire Department Land Development Unit for compliance with applicable regulations.

Anita Gutierrez, Associate Planner  
January 24, 2012  
Page 2

The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.

3. Turning radii within the Fire Department apparatus access roadway shall not be less than 32 feet. This measurement shall be determined at the centerline of the roadway. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in length.
4. The development may require fire flows up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for up to a four-hour duration. Final fire flows will be based on the size of buildings and types of construction used.
5. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:
  - a) No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
  - b) No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.
  - c) Additional hydrants will be required if hydrant spacing exceeds specified distances.
6. A fire sprinkler system, that is in compliance with the Los Angeles County Fire Code, Building Code and County of Los Angeles Fire Department Regulations, is required for this development.
7. Specific fire and life safety requirements for the construction phase will be addressed during the architectural plan review by the Fire Department prior to building permit issuance. There may be additional requirements during this time.
8. The Fire Prevention Division, Land Development Unit has addressed this project with specific conditions and requirements during the site plan review of the Conditional Use Permit process. A copy of the Fire Department Conditional Use Permit report, dated July 13, 2011, has been enclosed to this document.
9. The County of Los Angeles Fire Department, Land Development Unit appreciates the opportunity to comment on this project. Should any questions arise, please contact Juan Padilla, at (323) 890-4243 or [jpadilla@fire.lacounty.gov](mailto:jpadilla@fire.lacounty.gov).

F-2  
(cont'd)

**FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:**

1. The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources and the County Oak Tree Ordinance.
2. The areas germane to the statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division have been addressed.

F-3

- F-3     Forestry Division: The County acknowledges the statement that environmental issues related to erosion control, watershed management, rare and endangered species, vegetation, fuel modification, archaeological and cultural resources, and the county Oak Tree Ordinance have been addressed.

Anita Gutierrez, Associate Planner  
January 24, 2012  
Page 3

**HEALTH HAZARDOUS MATERIALS DIVISION:**

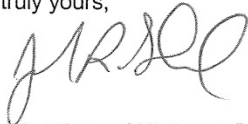
1. According to the submitted information, portion of the subject property is contaminated with Total Petroleum Hydrocarbons (TPH), as a result of an underground storage tank release. Therefore, the TPH contaminated soil must be mitigated under oversight of the jurisdictional agency prior to the implementation of the proposed project

F-4

If you have any additional questions, please contact this office at (323) 890-4330.

F-5

Very truly yours,



JOHN R. TODD, CHIEF, FORESTRY DIVISION  
PREVENTION SERVICES BUREAU

JRT:ij

Enclosure



- F-4 Health Hazardous Materials Division: Page 5-124 of the DEIR provides information related to the leaking underground storage tank on Parcel GG and the need for remediation of contaminated soils. As noted on page 5-136 of the DEIR, Mitigation Measure HH-7, the project is conditioned to verify that full remediation has been conducted prior to the operation of the Boat Central facility. The County of Los Angeles is responsible for such remediation, which is independent of the proposed project (DEIR page 5-134).
- F-5 The County acknowledges contact information for the County Fire Department.



**COUNTY OF LOS ANGELES  
FIRE DEPARTMENT**

5823 Rickenbacker Road  
Commerce, California 90040-3027

**DATE:** July 13, 2011

**TO:** Department of Regional Planning  
Permits and Variances

**PROJECT #:** CUP R2008-02340

**LOCATION:** Parcels 52 and GG - Marina Del Rey (Co.)

- ☐ The Fire Department Land Development Unit has no additional requirements for this permit.
- ☒ The required fire flow for this development is **3500** gallons per minute for duration of **3** hours. The water mains in the street fronting this property must be capable of delivering this flow at 20 psi residual pressure.
- ☒ The required fire flow for the private/on-site hydrant is **1250** gallons per minute for a duration of 2 hours at 20 psi. The required fire flow will increase if more than one private/on-site fire hydrant is required.
- ☒ Relocate **2** existing public fire hydrants, 6" X 4" X 2 1/2", conforming to AWWA C503-75 or approved equal. All installations must meet Fire Department specifications. Fire hydrant systems must be installed in accordance with the Utility Manual of Ordinance 7834 and all installations must be inspected and flow tested prior to final approval.
- ☒ **Comments:** The Fire Department recommends clearance of this project as presently submitted with the conditions of approval indicated below.
- ☒ **Water:** Per the fire flow test performed by LA County Waterworks, the existing water system has the capacity to comply with the required fire flow. See below for specific conditions of approval.
- ☒ **Access:** Access is adequate as shown on the submitted site plan. Clearly delineate all Fire Lanes on the architectural site plan.
- ☒ **Conditions of Approval:**
- The 2 existing public fire hydrants along the lot frontage shall be relocated to the location indicated on the site plan filed in our office.
  - The required fire flow for this development will be recalculated when architectural plans with specific information on the building construction are submitted to the Fire Department for review prior to building permit issuance.
  - An additional private/on-site fire hydrant maybe required on the easterly side of the structure adjacent to the fire apparatus access. Exact location will be determined when architectural plans are submitted to the Fire Department for review prior to building permit issuance.
  - Specific fire and life safety requirement for this project will be determined when architectural plans are submitted to the Fire Department for review and approval prior to building permit issuance.


Fire Protection facilities; including access must be provided prior to and during construction. Should any questions arise regarding this matter, please feel free to call our office at (323) 890-4243.

Inspector: *Juan C. Padilla*

Land Development Unit – Fire Prevention Division – Office (323) 890-4243 Fax (323) 890-9783

*[intentionally left blank]*

**Comment Letter G****City of Los Angeles, Bureau of Sanitation  
February 14, 2012**

<p>BOARD OF PUBLIC WORKS — COMMISSIONERS — ANDREA A. ALARCÓN PRESIDENT JERILYN LÓPEZ MENDOZA VICE PRESIDENT JOHN J. CHOI PRESIDENT PRO TEMPORE STEVEN T. NUTTER COMMISSIONER VALERIE LYNNE SHAW COMMISSIONER</p>	<p>CITY OF LOS ANGELES CALIFORNIA</p>  <p>ANTONIO R. VILLARAIGOSA MAYOR</p> <p>February 14, 2012</p>	<p>DEPARTMENT OF PUBLIC WORKS — BUREAU OF SANITATION — ENRIQUE C. ZALDIVAR DIRECTOR TRACI J. MINAMIDE CHIEF OPERATING OFFICER VAROUJ S. ABKIAN ADEL H. HAGEKHALIL ALEXANDER E. HELOU ASSISTANT DIRECTORS — WASTEWATER ENGINEERING SERVICES DIV. 2714 MEDIA CENTER DRIVE LOS ANGELES, CA 90065 FAX: (323) 342-6210 OR 342-6211</p>
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Ms. Anita Gutierrez  
Department of Regional Planning  
LOS ANGELES COUNTY  
Special Projects Section, Room 1362  
320 West Temple Street  
Los Angeles, CA 90012

Dear Ms. Gutierrez:

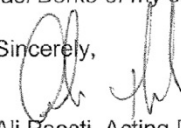
**Boat Central Project – Notice of Completion Draft EIR**

This is in response to your January 6, 2012 letter requesting wastewater service information for the proposed project to construct Boating facilities. The Bureau of Sanitation, Wastewater Engineering Services Division (WESD) has reviewed the request and found the project to be within the County of Los Angeles with sewer services provided by the Los Angeles County Sewer Maintenance District (LACDPW). The sewage may eventually be treated by the City of Los Angeles through a contract Agreement between the City and County. G-1

The City cannot comment on the impact of your proposed project to the sewer infrastructure at this time as both sewage generation and the eventual discharge point into the City is not known. For more information on the location and available sewer capacity of the LACDPW sewer line, please contact LACDPW directly. G-2

If you have any questions, please call Kwasi Berko of my staff at (323) 342-1562. G-3

Sincerely,




Ali Poosti, Acting Division Manager  
Wastewater Engineering Services Division  
Bureau of Sanitation

cc: Kosta Kaporis, BOS  
Daniel Hackney, BOS  
Rowena Lau, BOS

Div Files\SCAR\CEQA Review\Final Response Ltrs\Boat Central Project – NOC Draft EIR

AN EQUAL EMPLOYMENT OPPORTUNITY — AFFIRMATIVE ACTION EMPLOYER

Recyclable and made from recycled waste 

**Response to  
Comment Letter G  
City of Los Angeles, Bureau of Sanitation  
February 14, 2012**

- G-1 The County acknowledges the Los Angeles Bureau of Sanitation, Wastewater Engineering Services Division (City WESD) review of the Boat Central EIR. WESD confirms that the project sewer services will be provided by the Los Angeles County Sewer Maintenance District and that sewage may eventually be treated by the City of Los Angeles through a contract agreement between the City and the County.
- G-2 The County understands that the City WESD cannot comment on impacts until such time as the sewage generation and eventual discharge point into the City are identified. As noted on page 5-294 in the DEIR, because the site is currently developed, sanitary sewers are in place. A 10-inch diameter public sewer is on the site and a 15-foot wide easement for sanitary sewer and utilities is located along the northern boundary of the site. The County understands that there are two existing 18-inch diameter pipes which could potentially provide entry points to the City WESD system, one of which is on Washington.
- G-3 Contact information for the City WESD is noted.

**Comment Letter H**  
**Pacifica Hotel Company**  
**January 30, 2012**

January 30, 2012

Los Angeles County Dept. of Regional Planning  
Attn: Ms. Anita Gutierrez  
Special Projects Section, Room 1362  
320 W. Temple Street  
Los Angeles, CA 90012

**Re: Support for Boat Central Dry Stack Project on 52 GG site**

To whom it may concern:

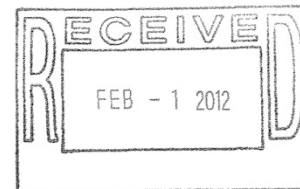
Our group renovates and operates several hotels in Marina del Rey and remain sensitive to potential changes and/or new developments to the Marina area. In light of this, we are in support of the proposed Boat Central Dry Stack project on the 52 GG site. We believe that the development is needed at this current time and it is our understanding that this will benefit both the community and businesses in the area due to the increase in recreational boaters and visitors. As was evident in our redevelopment of the Jamaica Bay Inn last year, this project should also create new excitement for the entire basin; community members and local businesses should be able to benefit from such improvements. We understand that the project will create a storage facility for 346 power boats and 30 sail boats and will bring new boaters to the water environment. Environmentally speaking, we understand that the project will store all boats out of the water which in our opinion should minimize impact with marine activity.

We believe that this project will be a positive addition to the Harbor and complimentary to other commercial uses in Marina del Rey.

Sincerely,

A handwritten signature in dark ink, appearing to read "Adam E. Marquis".

Adam E. Marquis  
Asset Management  
Pacifica Hotel Company



PACIFICA HOTEL COMPANY  
1933 Cliff Drive, Suite 1, Santa Barbara, CA 93109  
PHONE 805.957.0095 | FAX 805.899.2426  
FAX Accounting/Human Resources 805.966.3476  
WEB [www.pacificahotels.com](http://www.pacificahotels.com)

**Response to  
Comment Letter H  
Pacifica Hotel Company  
January 30, 2012**

- H-1 The County acknowledges receipt of a letter from Pacifica Hotel Company dated January 30, 2012 in support of the proposed Boat Central project and the benefits to the Marina for community members and local businesses.
- H-2 The commenter correctly notes that the dry stack storage facility will provide storage for boats out of the water, thereby reducing marine and water quality impacts.
- H-3 The County appreciates the support expressed by the commenter with respect to positive and complementary impacts in the Marina.

**Comment Letter I**  
**Marina del Rey Sportfishing, Inc.**  
**January 31, 2012**



**MARINA del REY SPORTFISHING, INC.**

31 January 2012

Ms. Anita Gutierrez  
Special Projects Section, Room 1362  
320 West Temple Street  
Los Angeles, CA 90012

Dear Ms. Gutierrez,

Marina del Rey Sportfishing, Inc. is on record as supporting redevelopment in The Marina , So Long as OUR needs are not forgotten. I often get the feeling that the people planning this project have no idea whatsoever of how many people we carry, and what we need parking-wise.

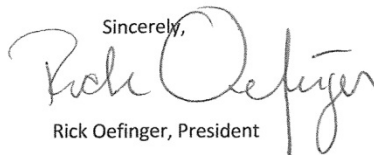
I-1

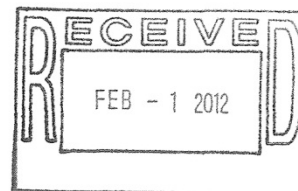
To be blunt, parking our customers and boarding our boats in Fisherman's Village will not work. Period. I've been here since 1990. That Fisherman's Village lot is and always has been full or nearly so on weekends, year 'round and daily in Summer. Just this last Sunday there weren't enough empty spaces in the lot at 2:00 to handle a typical Summer Sunday afternoon on our boats, and this is late January.

I do not have an answer for the parking predicament! I know that we are a big presence in The Marina, but we keep a low profile. Our needs seem, maybe understandably so, not fully comprehended.

I-2

In the late eighties they moved our boarding OUT of Fisherman's Village over TO Dock 52 to get the fishermen away from the other patrons and to help alleviate the lack of parking at Fisherman's Village... If we are forced to move our parking and boarding BACK to Fisherman's Village it will certainly be detrimental, quite possibly disastrous to our business, and we may well be, Sunk...

Sincerely,  
  
Rick Oefinger, President



13759 Fiji Way  
Marina del Rey, CA  
90292  
Tel: 310.822.3625  
Fax: 310.376.4022



**Response to  
Comment Letter I  
Marina del Rey Sportfishing, Inc.  
January 31, 2012**

- I-1 The County acknowledges receipt of a letter dated January 31, 2012 from Marina del Rey Sportfishing, Inc. supporting redevelopment in the marina. The commenter notes that parking and charter boat boarding will not be feasible in Fisherman's Village due to the number of visitors accessing the parking lot and the recreational opportunities and commercial businesses in the area. As stated in the Raju Associates "Right-Sizing Parking Study" referenced in Topical Response #1, the peak observed demand was:

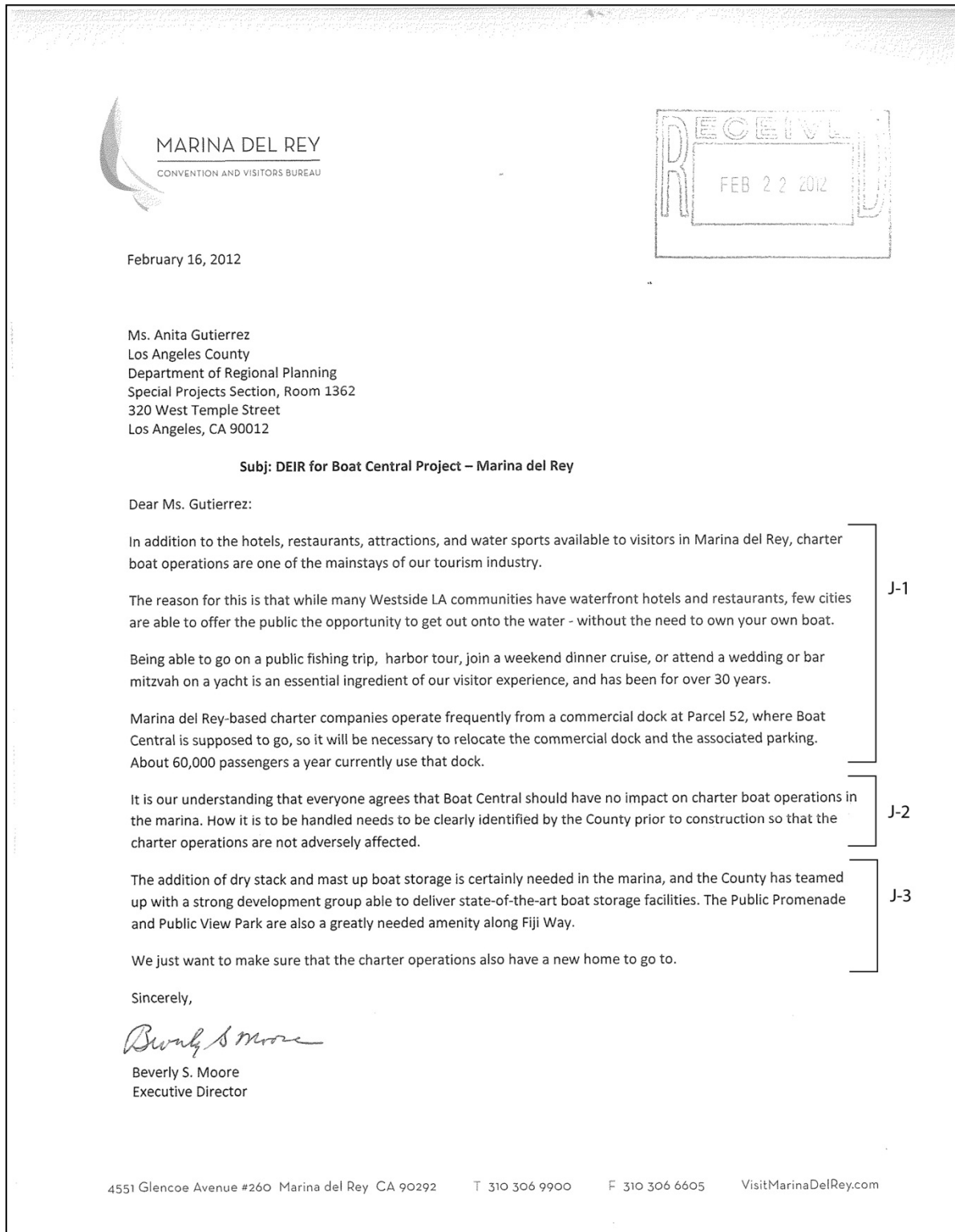
85<sup>th</sup> percentile peak - 360 spaces

90<sup>th</sup> percentile peak - 380 spaces

95<sup>th</sup> percentile peak - 383 spaces

The parking supply at Fisherman's Village is 502 spaces. Please refer to Topical Response #1 for additional information.

- I-2 As noted in Section 5.11, Transportation and Traffic, in the DEIR (pages 5-285 and 5-286), the Dock 52 use by charter boats was recognized in the discussion of the use of the temporary lot for public parking. Options for the relocation of both the dock and parking were identified. See Topical Response #1 for additional information. The County will secure alternative charter boat docking and patron parking prior to the start of construction that will accommodate the long-standing uses in the marina. There is no intent to displace existing businesses, and the County recognizes the value charter boat operations provide to the general public.

**Comment Letter J****Marina del Rey Convention and Visitors Bureau  
February 16, 2012**

**Response to  
Comment Letter J  
Marina del Rey Convention and Visitors Bureau  
February 16, 2012**

- J-1 The County acknowledges the importance of charter boat operations in the marina and the need to relocate the commercial dock uses, including parking, currently at Parcel 52 as noted in the February 16, 2012 letter from the Marina del Rey Convention and Visitors Bureau. As stated on page 5-285, Transportation and Traffic, of the DEIR, it is the County's intent to identify alternative parking areas for use when the temporary public parking lot on Parcel 52 is no longer available. In that regard, please see Topical Response #1, which provides additional information about the provision of replacement docking and parking in the Marina prior to commencement of construction of the Boat Central project.
- J-2 As noted in Section 5.11, Transportation and Traffic, in the DEIR, the Dock 52 use by charter boats was recognized in the discussion of the use of the temporary lot for public parking. Options for the relocation of both the dock and parking lot use were identified. See response to Comment J-1 above.
- J-3 The County appreciates the support of the Convention and Visitors Bureau in its efforts to meet the need for additional boat storage facilities in Marina del Rey.

**Comment Letter K**  
**FantaSea Yachts & Yacht Club**  
**February 29, 2012**



Weddings • Receptions • Corporate Events • Bar & Bat Mitzvahs • Holiday Celebrations • Anniversaries • Birthday Parties  
 Sweet Sixteens • Quinceañeras • Commitment Ceremonies • Special Events • Award Banquets • Fund Raisers  
 Theme Parties • Class Reunions • Proms • Grad Nights • Graduations • Film Shoots • And Much, Much More!

February 29, 2012

Via Email & US Mail

Anita Gutierrez  
 Los Angeles Department of Regional Planning  
 Special Projects Section, Room 1362  
 320 W. Temple Street  
 Los Angeles, CA. 90012

RE: Boat Central Project-Dock 52. Country Project #R2008-02340-(4)

Dear Ms. Gutierrez:

Thank you for the opportunity to voice my concerns at the First Public Hearing for the above referenced project on February 8, 2012. We have reviewed this project's Draft Environmental Impact Report (DEIR) and find that it substantially misstates, mischaracterizes and significantly under estimates the current uses and proposed impacts to this vital visitor serving area the Marina del Rey Community knows long and well as "Dock 52".

K-1

Dock 52 is the primary commercial charter dock in Marina del Rey and has been for more than 30 years. From this single long dock, more than 50,000 visitors to Marina del Rey each year board charter dinner cruise and fishing boats. Over the years, more than 1,000,000 visitors from near and far have used Dock 52 to enjoy dinner, weddings, birthday parties, corporate events or for a fun fishing outing. Dock 52 offers easy and affordable access to the waterfront and a cruise through the marina and Santa Monica Bay. This is exactly what the Coastal Commission, The Department of Regional Planning and the Department of Beaches & Harbors have held up as amongst the very highest of priorities for Marina del Rey. If approved as proposed, The Boat Central Project would take away this critical marina visitor serving dock with its large 245 space public parking lot and turn it into a long-term boat storage facility.

"We treat every celebration as if we are entertaining members of our own family."

- Uri & Daniel Ginzburg, Founders

4215 Admiralty Way • Marina del Rey, CA 90292 | P: (310) 827-2220 | F: (310) 827-7453 | [fantaseayachts.com](http://fantaseayachts.com)

**Response to  
Comment Letter K  
FantaSea Yachts & Yacht Club  
February 29, 2012**

K-1 The County acknowledges receipt of a letter dated February 29, 2012, from FantaSea Yachts. The commenter is correct that the dock at Parcel 52 has been in use for many years as a charter dock for charter yacht cruises and fishing boats. The DEIR acknowledges this use several times in the DEIR (pages 2-1, 2-24, 4-5, 5-78, 5-189, 5-190, 5-255, 5-285, and 5-286). The commenter provides no supporting data for the number of general visitors that visit Dock 52 per year. In addition, Parcel 52 was designated as a temporary parking lot in the 1996 Local Coastal Program and was not intended to be a permanent parking facility (DEIR Section 5.11, Transportation and Traffic, page 5-285).

Nevertheless, the commenter's concern that the approval of the Boat Central project "would take away this critical marina visitor serving dock with its large 245 space public parking lot. . ." is not accurate. The DEIR repeatedly acknowledges the charter boat use of Dock 52 and the parking lot (see page references in paragraph 1 above) and states that the docking and parking locations will be relocated prior to construction of the Boat Central project (pages 2-24 and 5-285 to 5-286). In that regard, the County has determined that Dock 55 will be utilized for charter dinner cruise loading and unloading. Parking at Fisherman's Village will be provided for the charter boat passengers. Fishing boat charters will utilize Parcel 77 for loading and unloading with parking for patrons available at adjacent Parcel 49M. Please see General Response #1, which provides additional information regarding the provision of replacement docking and parking in the marina prior to commencement of construction of the Boat Central project. For reference, a parcel map has been included in Topical Response #1 showing each parcel by number and highlighting the parcels where replacement docking and parking will occur.

Page 2/3

February 29, 2012

The DEIR in the Existing Condition (4.2) and Existing Setting (5.7.1) sections substantially under represents the usage demands of Dock 52, much like a report about the Staples Center omitting a reference to The Lakers or a study about the 405 Freeway not including a discussion on traffic. Nowhere in the DEIR would you be able to read about the high usage and critical visitor serving role of Dock 52. In fact, our company, FantaSea Yachts, the oldest charter operator in the marina (now more than 30 years) and the largest charter user of Dock 52 is not even mentioned in the DEIR. The largest charter fishing operator at Dock 52, Marina del Rey Sportfishing, is also not mentioned in the DEIR. Instead, the DEIR and associated appendices ambiguously cites to "charter fishing ventures" and "Marina Cruise Line" a company that does not even exist in Marina del Rey and can not be found in the broadest of "Google" searches.

K-2

The Coastal Commission, The Department of Regional Planning and the Department of Beaches & Harbors have all made it clear to the public and the effected visitor serving and commercial operators that there is a requirement that before Dock 52 can be eliminated, alternative comparable commercial docking and associated parking must be identified and built. But in the more than 1,000 pages of the DEIR and Appendices less than 1/2 page is allocated to this critical pre-development requirement and only then with a vague and uncertain reference to a possible alternative location. But the DEIR fatally fails to specifically reference, the "How" "When" "Where" or "Who" of this important question. We are grateful for the recent efforts of the Department of Beaches & Harbors to facilitate discussions towards identifying possible alternative commercial docks and parking. However, while discussions are helpful, they do not offer the certainty and specification as required by the DEIR.

K-3

We also share the boating community's concern about this project's impact on the safety and navigation of boats in H Basin given the proposed storage facility's size, footprint over the water and amount of additional boats that would be launched in H-Basin. The DEIR does not adequately address this important safety issue nor the impact on the immediately adjacent launch ramp. In fact, it was for some of these reasons that when the Boat Central Project was presented to Small Craft Harbor Commission and the Marina del Rey Design Control Board, both marina oversight bodies rejected this project. The DEIR does not fully reveal this important and substantive regulatory history.

K-4

- K-2 As described above in response to Comment K-1, the DEIR includes frequent references to the existing charter boat operations and specifically discloses that this use and associated parking will be relocated before construction of the proposed project will be permitted to commence. The purpose of environmental analysis is to identify significant adverse impacts that could be created by the implementation of a proposed project. That analysis is based on technical data and thresholds identified in the California Environmental Quality Act checklist. With regard to Dock 52, the usage of the dock is adequately disclosed in the DEIR without identifying each specific charter boat operator. Identifying specific existing users of Dock 52 is not necessary to determine whether the proposed project will create an unavoidable, adverse impact on the environment. However, the omission was unintentional, and additional background information regarding typical charter boat use of Dock 52 has been provided in Topical Response #1.
- K-3 Please refer to responses to Comments K-1 and K-2 above, and Topical Response #1 regarding alternative dock and parking locations.
- K-4 Page 5-245 of the DEIR depicts a Launch Ramp Maneuverability Study that was prepared for the project. The study shows that a 35-foot craft can safely maneuver away from the southernmost launch ramp, which is closest to the project, and into the Basin H channel. Please refer to Topical Response #2 regarding safety issues in Basin H and Topical Response #3 for the Boat Central approval history with the DCB. The Small Craft Harbor Commission and the DCB are advisory boards with no discretionary approval authority. Review by such boards and commissions is not an environmental issue under CEQA.




Page 3/3

February 29, 2012

Dock 52 is vital to the visitor serving, hospitality and boating community in Marina del Rey and is the most heavily utilized public access facility to the waterfront in the marina. Only a full, honest and in depth analysis would do justice to a process that contemplates the elimination of such a community asset. The DEIR falls well short of this standard.

K-5

Thank you for your consideration.



Daniel Ginzburg,  
Owner

cc:

- Don Knabe, Los Angeles County Supervisor 4<sup>th</sup> District. (via US Mail)
- Santos Kreimann, Director, Department of Beaches & Harbors (via email)
- Gary Jones, Department of Beaches & Harbors (via email)
- Steve Napolitano, Deputy to Supervisor Don Knabe, 4<sup>th</sup> District (via email)
- Richard Bruckner, Director, LA County Dep't of Regional Planning (via US Mail)



- K-5 As described in the DEIR, the charter boat use will not be eliminated, but will be relocated. The elimination of Dock 52 will not occur until the charter boat docking and parking uses are relocated elsewhere within the marina. Please refer to response to Comment K-1 above for specific relocation information.

**Comment Letter L**  
**UCLA Marina Aquatic Center**  
**[undated]**



Anita Gutierrez  
 Department of Regional Planning  
 320 West Temple Street  
 Los Angeles, CA 90012

Ms. Gutierrez:

I've reviewed the Draft Environmental Impact Report (DEIR) and wish to comment on behalf of the users of the UCLA Marina Aquatic Center.

It is important to note that the UCLA Marina Aquatic Center supports the County of Los Angeles in its efforts to bring dry stack storage to Marina del Rey as a means of providing lower cost boat storage. The purpose of this letter is only to add to the public record that information which was perhaps not reflected in the findings of the parking study done as part of the DEIR; namely that the parking lot on parcel 52 is "primary utilized for charter fishing tours, dinner cruises, and other cruises." While Dock 52 is used by those constituent groups, the parking lot is also a very important portal to Marina del Rey for recreational boaters as well.

L-1

The parking lot at Parcel 52 is used by recreational boaters from the UCLA Marina Aquatic Center every day of the week. From Monday-Friday, members of the high school rowing team, and their parents, use the parking lot from 3:30-7:30 pm. With 115 team members, and 7 coaches, the parking lot at the UCLA Marina Aquatic Center is insufficient, and the overflow parking at Dock 52 is extremely important. With over 1,300 boating class participants per year, and over 2,000 renters, the Marina Aquatic Center's parking lot is similarly unequipped to meet demand on busy spring and summer weekends. Parking at Fisherman's Village, while cost is certainly a barrier as well, is likely not an option on those same busy weekends given its size and how impacted it can get.

L-2

Again, while the users of the UCLA Marina Aquatic Center are in favor of dry stack storage, the concern is that the loss of parking will take away as many opportunities as the dry stack storage provides. As residents of Los Angeles we all understand the impacts that traffic and parking have on our day to day lives. The significant loss of the parking at Dock 52 could have a profound effect on the accessibility of recreational boating in Marina del Rey. We urge the Department of Regional Planning to consider that and perhaps provide alternatives as they consider this project.

Thank you very much for your time and consideration.

Best Regards,

Erinn McMahan  
 Director  
 UCLA Marina Aquatic Center

**UCLA Recreation**  
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**Response to  
Comment Letter L  
UCLA Marina Aquatic Center  
[undated]**

L-1 The County acknowledges receipt of an undated letter submitted on behalf of the UCLA Marina Aquatic Center and appreciates support for the development of a dry stack storage facility. The County concurs with the statement that Dock 52 is important for recreational boaters, as has been acknowledged in several areas of the DEIR in terms of charter boat use and parking (DEIR pages 2-1, 2-24, 4-5, 5-78, 5-189, 5-190, 5-255, 5-285 and 5-286 and in Topical Response #1 to this document).

L-2 As noted on page 5-285 of the DEIR, the County will identify areas where replacement parking will be available when use of the parking lot on Parcel 52 is discontinued. Please refer to Topical Response #1 for specific information about dock and parking relocation. The project will not impact the existing parking spaces adjacent to the UCLA facilities currently used by students.

As noted in the DEIR, Parcel 52 was designated a “temporary parking lot” in the 1996 Local Coastal Program and was never intended as a permanent parking facility and was, therefore, made available at no charge until future development occurred. Page 5-285 of the DEIR states that there are several underutilized parking areas within the marina based on a June 2010 parking study by Raju Associates. It is understood that the other parking lots in the Marina provide parking for a fee. However, the cost of parking is not an environmental impact under CEQA.

**Comment Letter M**  
**Westrec Marinas**  
**March 1, 2012**



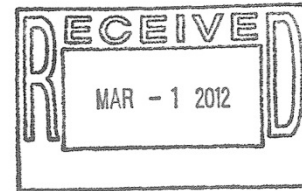
**WESTREC MARINAS**

16633 Ventura Boulevard • 6th Floor, Encino, California 91436-1835 • (818) 907-0400 • FAX (818) 907-1104

March 1, 2012

**VIA FEDERAL EXPRESS**

Anita Gutierrez  
 Los Angeles County  
 Department of Regional Planning  
 320 West Temple Street  
 Los Angeles, California 90012



**RE: COMMENTS TO DRAFT EIR  
 BOAT CENTRAL  
 PROJECT NO. R2008-02340**

Ms Gutierrez:

Please accept these comments on the Draft Environmental Impact Report ("DEIR") referenced above. I am the President of Westrec Marinas, and co-applicant on an alternative response to the county issued RFP dated 4/2/05. I want to emphasize that I support the construction of dry stack boat storage in Marina del Rey and I respect the professional credentials of the proposed developer. I do, however, object to the proposed development because it is designed to extend out over the water when an alternative exists which achieves all of the goals and objectives of the project while avoiding otherwise significant impacts as more fully described herein.

M-1

The DEIR fails to accurately address the most relevant project alternative known as the "Landside Only Alternative" and materially misstates many of the design characteristics associated with this alternative. The Landside Only Alternative is capable of feasibly attaining all of the goals and objectives of this project and offers substantial environmental advantages over the proposed project as well as a greater economic benefit to the county of Los Angeles. In a letter to your department prior to the Scoping Meeting from our counsel, Mr. Ed Casey of the firm Alston & Bird and dated February 18, 2009 (copy attached), we cautioned against failing to carefully consider this alternative. It was our opinion then, as it is now, that the EIR must fully and accurately evaluate this obvious alternative. Now, as we feared, not only was it inadequately addressed but the facts associated with this alternative were materially misrepresented.

M-2

The following is a brief summary of the errors and omissions made in the DEIR. These comments provide the basis upon which this DEIR needs to be revised and re-circulated in order for the Landside Only Alternative to be properly evaluated. Such an evaluation is critical since this Alternative would cause fewer environmental impacts as compared to the proposed project while still accomplishing all of the goals and objectives of the project.

**Response to  
Comment Letter M  
Westrec Marinas  
March 1, 2012**

- M-1 The County acknowledges receipt of a letter dated March 1, 2012 from Westrec Marinas and appreciates the commenter's support of dry stack storage in Marina del Rey. Objection to the over-the-water feature of the proposed project is noted. The County suggests the commenter see Topical Responses #1, #2 and #3 for additional information related to comments contained in the March 1, 2012 letter from Westrec Marinas.
- M-2 CEQA requires that an EIR present a range of alternatives governed by a "rule of reason." Therefore, other than the required "No Project" alternative, the DEIR should present alternatives that are capable of meeting the project's goals and objectives and either avoid or lessen significant effects of the project. While the commenter states that the DEIR did not adequately consider and represent the Landside Only alternative, such an alternative was in fact included in the Alternatives section (DEIR pages 6-12 to 6-17). The Landside Only alternative in the DEIR was based on using Parcels 52 and GG. This was intended to accurately reflect the Landside Only configuration in the same location as the proposed project. The commenter's claim of errors and omissions in the DEIR is addressed in the following responses.

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1. **Inconsistent Goals and Objectives:** The goals and objectives listed in Section 6.1 ("Alternative Analysis") of the DEIR are inconsistent with the goals and objectives they purport to reflect in Section 4.5 ("Project Goals and Objectives"). Mainly, an additional category was added to Section 6.1 which describes as a goal and objective to "Develop a view park to provide opportunities for the public to observe boating". This was not a stated goal of the proposed project and could confuse the evaluation of project alternatives. This goal should be eliminated from the evaluation matrix on page 6-8.

M-3

In addition, the proposed park is situated on top of an 18-foot fire access easement which would reduce the width of the park to 14.5 feet. Contrary to what is shown on the Site Plan (Exhibit 4.3-1) no plantings or trees would be allowed in this area since the surface would need to be constructed of a material capable of supporting a fire truck and related equipment. Indeed, the actual desirability of a 14.5 foot wide view park at this location is very questionable as it will be situated up against an 80 foot structure (blocking out the sunlight and all views to the east) and downwind from a commercial boat yard (with typical noise and odors consistent with this use).

2. **DEIR Evaluates a Different and Less Beneficial Landside Only Alternative:** Instead of evaluating the actual Landside Only Alternative as was submitted by us in response to the RFP, the DEIR relies on a two page report the applicant commissioned from the Bluewater Design Group (copy attached) which inaccurately describes the alternative's true design. Even though a full copy of this project alternative has been available to the public since its submission in 2005, the DEIR improperly utilizes various design assumptions including lower rack heights and larger vessels. These differing assumptions result in an erroneous determination of the total number of boat storage spaces and invalidates all conclusions in this DEIR related to the claim that the Landside Only Alternative cannot provide an adequate boat storage capacity. In reality the Landside Only Alternative provides storage for 360 boats whereas the DEIR assumes that it would only provide 252-288 spaces.

M-4

Attached is a letter from Mr. Ronaldo Souza, a licensed Marine Engineer who disputes the accuracy of the Bluewater report and validates the storage capacity for the Landside Only Alternative design.

3. **The Alternative Analysis Section contains the following errors:**

- a. The DEIR analysis states that the use of a forklift for the Landside Only Alternative would limit the height to approximately 50 feet and therefore necessitate a storage building measuring 380 x 180 feet. This is not true; as the Landside Only Alternative submitted has a rack height of 42 feet

M-5

- M-3 Contrary to the commenter's contention that a new goal was added to the project, the development of a view park is an expansion of the stated goal (page 4-37 of the DEIR) to "Encourage recreational boating and visitation and use of the marina's retail, restaurants and public facilities in the project vicinity" and Marina del Rey Land Use Plan Access Policy 1 to maximize access to the shoreline. The proposed project will provide an enhancement of the public's viewing opportunities by optimizing the view corridors and providing a view park at the water's edge. Regardless, the specific provision of a view park has been included in the Project Goals and Objectives as noted in the Errata section of this Responses to Comments. It is unclear what the commenter's suggestion regarding elimination of the public park in the matrix refers to, as the matrix presents columnar headings for environmental issues analyzed in the DEIR and does not reference provision of a public park.

With respect to the fire access easement reducing the width of the park to 14.5 feet, the Amendment to the Marina del Rey Specific Plan as certified by the Coastal Commission in February 2012 and adopted by the Board of Supervisors in March 20, 2012, states in Section 22.46.1060 F.2.b:

"The pedestrian promenade and fire department access road may be used for dual functions provided that the fire department maintains unimpeded access on no less than twenty feet of all pedestrian promenades at all times. These promenades shall be no less than 28 feet wide to allow benches, trash containers, shade structures and other pedestrian amenities on the seaward most 8 feet of the promenade. The remainder of the promenade shall conform to fire access road requirements and shall be a minimum of 20 feet wide clear to the sky, with no benches, planters or fixed objects."

Fire Access Routes and Easements (Exhibit 5.5-3, page 5-133) depicts the paths fire trucks can take within and around the site. Preliminary plans have been reviewed by the Fire Department, and Final Plans will be submitted for review and approval per Mitigation Measure HH-1. The siting and dimensions of the public view park comply with all provisions of the Fire Department requirements for easements and access. Currently the Fire Department has a 20' emergency access easement centered on the property/lease line between Parcels 52 and 53. Therefore, 10' is on the Boat Central side (Parcel 52). The project will expand the fire access to a total of 28' with an additional 8' on Parcel 52. There will be no change to the 10' easement on Parcel 53. The dry stack storage facility is 32.5' from the property line. There are approximately 14.5' between the fire access and the dry stack building within which to locate landscape elements. The fire access and landscape areas are not coterminous; therefore, the Fire Department will not provide additional review regarding landscaping. The park will be approximately 1,560 square feet in size as noted on page 5-247 of the DEIR and shown in Exhibit 4.3-1 on page 4-11.

- M-4 The commenter states that the Landside Only Alternative does not utilize the design submitted in response to the County's original RFP (RFP Alternative) in 2005. The Alternative analyzed in the DEIR was based on the same approach as presented in the proposed project for existing market conditions and future projections, which provides more flexibility to accommodate a variety of boat types and sizes. The commenter's RFP Alternative requires an exact mix of boat sizes to reach the projections for total storage capacity, with no flexibility to adjust the boat spaces to respond to market conditions or other fluctuations in demand. The RFP Alternative also assumes narrower boat widths and heights, uncharacteristic of many newer boats.

In addition, compared to the rack system in the commenter's RFP Alternative, the Boat Central system is approximately 50% larger in gross service area. The storage assumption for Boat Central is two boats per large space, while the commenter's RFP Alternative assumes three boats per space. Recent trends indicate that boats are larger in terms of width and height, requiring wider berthing capacity. The Boat Central project has the design flexibility to accommodate the wider specifications on many ocean-going vessels. Therefore, in analyzing storage capacity, the Landside Only Alternative uses the same assumptions as those used for the Boat Central project for boat size and flexibility of storage space design. The resulting Landside Only Alternative storage capacity is substantially less than the proposed project due to its smaller gross service area, largely a result of the elimination of the over-water portion of the structure. The letter from Mr. Ronaldo Souza included in commenter's letter analyzes the alternative using the less desirable three smaller boats per space assumption to arrive at a storage capacity similar to that of the proposed project. Conversely, if this assumption were used to determine storage capacity of the Boat Central project, a much larger capacity would be calculated. In either case, the Boat Central project has an approximately 50% larger storage area than the Landside Only Alternative.

- M-5 Please refer to response M-4 above regarding the storage capacity analysis assumption using three boats per storage space. The storage capacity approach utilized is consistent with current trends in boat sizes, allows enhanced flexibility and provides an opportunity to adjust to future market demands.

In reference to the use of a forklift, the commenter does not provide any evidence that the forklift described provides an environmental benefit compared to the crane other than a reduction in building height. The crane system utilized in the proposed project requires less space to operate, because it runs along a stationary track and requires no turning radius. A reduction in building height would not allow for a structure capable of accommodating the number of boats using the more conservative and flexible approach that the County desires to increase available storage capacity in the Marina.



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and measures only 280 x 180 feet while accommodating 360 boats. (See attached site plan from submission).

In fact the main manufacturer of these types of forklifts, the Wiggins Lift Company, is located in Oxnard, California and manufactures a machine known as the Marina Bull-2 which is capable of stacking boats up to 52 feet. Therefore, the Landside Only Alternative could easily be increased another 10 feet in height and be capable of storing more and/or larger vessels if desired.

M-5  
cont'd

- b. Rather than referring to the true design, the analysis estimates that a building of 42 in height that is capable of storing the same number of boats as the proposed project would need to measure 180 by 380 feet. Since the Landside Only Alternative was actually designed to be 52 feet tall (copy of site plan attached) it would measure 182 by 280 and have room to store 360 boats. Therefore, the Landside Only Alternative is in reality 31 feet lower in height than the proposed project while providing for 15 more boat storage spaces.
- c. The analysis states that "The Landside Only Alternative calls for the elimination of the over-water portion of the structure. Eliminating the over-water portion of the structure would make the use of the crane infeasible because the crane conveys the boats directly from the racks to the water. In addition, the boat storage capacity would make the use of the crane cost prohibitive." First, as demonstrated above, the Landside Only Alternative does not reduce, but slightly increases the boat storage capacity. Second, eliminating the crane by substituting a forklift would benefit the project as it would reduce the overall height of the storage building by about 31 feet. Most importantly, eliminating the over-water portion of the development reduces significant aesthetic impacts because no views from surrounding parcels or boat slip tenants would be blocked.
- d. The analysis states that "such a large building footprint would occupy nearly all of parcel 52 and would require significant portions of the project elements such as view corridor, parking, mast-up storage, and the Sheriff's Boatwright/Lifeguard facility and yard to be located on Parcel 53". This is inaccurate for the following reasons:
  - i. Contrary to the implied conclusion that it is a negative, the relocation of the mast-up storage and Sheriff's Boatwright/Lifeguard to parcel 53 highlights the additional benefits of combining parcels in order to consolidate similar uses. By doing so, the alternative utilizes excess parking and

M-6

M-7

- M-6 As discussed above, the capacity for storage presented in the commenter's RFP Alternative does not reflect market demand for boat sizes, increases in the width of boats or the flexibility to accommodate changes in such demand, since it proposes to achieve storage capacity by storing three boats in each space. Please refer to responses to Comments M-4 and M-5 above regarding capacity and building height.

Relative to the aesthetics view impact from an over-the-water structure, the building mass proposed by the RFP Alternative would likely have a greater impact with a solid 280-foot wall fronting Fiji Way than the 138-foot width of the proposed structure, which also includes a 50% view corridor and a waterside view park. The aesthetics analysis in the DEIR considered views from nearby vantage points. Views of the water are generally considered more significant than views from the water to land. Since a person's reaction to an aesthetics impact is subjective, the portion of the structure that extends beyond the bulkhead could be considered as less of an obstruction than the solid building face that extends over much of Parcels 52 and GG if the landside only alternative was implemented. However, placing a building where no building formerly existed will block some views regardless of the footprint orientation and is, therefore, considered an impact to existing views. While the proposed structure height is consistent with that allowed in the LCP, the DEIR concludes that the bulk and mass of the structure will result in an aesthetics impact as stated on page 5-26 of the DEIR.

- M-7 As described on page 6-4 of the DEIR, use of Parcel 53 was an alternative that was considered but not advanced due to parcel size constraints for the incorporation of all components, elimination of priority uses within the marina, and availability of adequate parking. Parcel 53 currently contains a boatyard for repairs and wet slips available for rental. The commenter does not offer information regarding whether these priority uses in the marina would be eliminated, thereby creating a negative impact to high priority, coastal-dependent recreational uses. In addition, Parcel 53 is currently leased for the uses identified, and the parcel is not available to the applicant for inclusion in the proposed project. The RFP design that the commenter references in its letter required many project elements to be located off-site, including some parking, mast-up storage, and the relocation of the Sheriff's Boatwright/Lifeguard facility and the Sheriff's Boatwright yard. The proposed project identifies a more efficient design that allows the mast-up storage, the Sheriff's Boatwright/Lifeguard facility, and the Boatwright yard to remain on Parcels 52/GG, consistent with the County's requirement in the RFP.

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developable area while at the same time reducing aesthetic and massing impacts.

M-7  
cont'd

ii. The view corridor proposed by the Landside Only Alternative is at 113 feet or 30 percent of the parcel length which is in excess of the required 20 percent and is entirely contained on Parcel 52.

M-8

iii. Parking under the Landside Only Alternative provides for 139 spaces on site with additional overflow parking on parcel 53. This is slightly superior to the 134 spaces provided in the proposed project which has nowhere to located overflow parking on busy weekends.

M-9

iv. The report states that "The area required to accommodate these elements on Parcel 53 would result in a substantial encroachment onto the existing boat yard repair facility" This is not accurate as the Landside Only Alternative does not reduce any boat yard repair area and would not require any portion of the BoatYard to be demolished.

M-10

e. The argument regarding view corridor is inaccurate. As stated in the report "while the landside [Landside Only Alternative] dry stack structure would be shorter than the proposed project, vistas of the marina from the adjacent property and Fiji Way would not be improved". Clearly the project's taller structure and protruding 100 feet out into the harbor would have a significant negative impact on the adjacent property's aesthetics. In addition, view impacts to the "particularly significant vantage points" as described in the LCP would be directly affected at Burton Chase Park, Fiji Way, and the Ballona Wetlands Ecological Reserve.

M-11

The project's claimed benefit of a better view corridor is overstated given that the surrounding properties already have waterfront views along their entire property length. The additional 75 foot view corridor along Fiji Way provides little public benefit and is required in connection with the requested height increase from the current zoned height limit of 45 feet. **It makes no sense that a taller building extending out over the water would provide a less of a visual impact to the surrounding properties just because a small view corridor is provided along a section of Fiji Way.** A further study of visual impacts to surrounding properties needs to be completed in order to quantify the substantial unavoidable aesthetic impacts of the proposed project.

f. As opposed to the analysis provided, an over-water structure of the magnitude proposed will impact surrounding visual aesthetics and massing

M-12

- M-8 While the view corridor proposed in the commenter's RFP Alternative is 30% of the parcel frontage, the proposed project offers a 50% view corridor, providing substantially more view corridor than the County's 40% requirement as stated in Shoreline Access Policy 14 of the Marina del Rey Land Use Plan for structure of the height proposed. The additional view corridor above that provided by the RFP Alternative results in a significantly superior project from an environmental perspective.
- M-9 The parking analysis contained in the DEIR, as reported on pages 5-281 thru 5-286, was based on technical studies prepared for the site specific uses. As described, the parking lot can accommodate the anticipated number of vehicles based on the number of boats stored and a comparison with similar uses at other dry stack facilities within the region. A valet plan is in place for peak parking needs and will provide 13 additional spaces on site (DEIR page 5-282). A parking permit request to allow a parking ratio of 0.36 spaces per boat space has been included in the approval process as noted on page 1-1 of the DEIR, resulting in the provision of required parking. Therefore, no impact will occur related to parking and the addition of five extra spaces as suggested with the RFP Alternative is not a significant improvement.
- M-10 Whether a boat storage facility could be designed around the existing boat yard on Parcel 53 is not relevant to the alternatives analysis, because such an alternative fails to meet the objectives of the County's RFP. Construction of the Boat Central project, as detailed in the County's RFP description, could not be accommodated solely on Parcel 53 without the elimination of the existing uses. Parcels 52 and 53 are under two separate leaseholds and Parcel 53 is not available to the project applicant to develop as part of the proposed project. If the entire boat repair area is retained on Parcel 53, components of the RFP requirements would be reduced or eliminated. Therefore, the statement in the DEIR is accurate if all components of the dry stack project were constructed as proposed on Parcel 53.
- M-11 The DEIR acknowledges that the height and mass of the proposed dry stack structure would be a significant unavoidable impact, as no building currently exists on Parcel 52 (page 5-26). A portion of the view from Fiji Way will be blocked by the structure. Contrary to the commenter's statement, the view corridor does provide a public benefit because the proposed view corridor is in excess of the County's requirement of 40%. Unlike a landside only building, 50% of the open view will remain including a view park with amenities for the public to stop, sit, or eat while looking over Basin H toward Burton Chace Park. At ground level, an observer's view of the channel is blocked equally by a one story building or a five story building. Additionally, the Local Coastal Program (Marina del Rey Land Use Plan) (LUP) calls for protection of water views and under Coastal Visual Resources (page 9-5) identifies the following existing views within the existing Marina which shall not be significantly disturbed:
- All views from north jetty and south jetty (west of UCLA boathouse)
  - Harbor views from Burton Chace Park and Fisherman's Village
  - Cross-beach view from Panay Way parking lot
  - Main channel view from Yvonne B. Burke Park

The “particularly significant vantage points” noted in the commenter’s letter are identified on page 9-2 of the LUP as follows:

- Burton Chace Park
- Bike path along the northern boundary of the flood control channel
- Parking lot just northwest of the County Fire Station (view of the main channel)
- North jetty viewing area
- Major streets (Via Marina, Admiralty Way and Fiji Way)
- Fisherman’s Village
- Ends of moles, and lands adjacent to the Main Channel

No further analysis is required because the County requirements for view corridors have been met and no protected views or significant vantage points will be impacted. As previously noted, the 50% view corridor exceeds the County requirement and provides views from Fiji Way (particularly significant vantage point). In addition, the project does not impact the protected “views which shall not be significantly disturbed” listed above. As noted on page 5-3 (Aesthetics), the analysis considered the LCP views including Burton Chace Park and Fiji Way, as well as the Ballona Wetlands Ecological Reserve, and no impacts were identified. Therefore, the project provides a benefit by meeting LCP goals and RFP goals in addition to greater public visual access. The DEIR is adequate and complete with regard to the aesthetics impacts analysis.

- M-12 The commenter provides no supporting data for the conclusion that the over-the-water portion of the structure requires “substantially larger piles, and create larger shade and shadow impacts on both the landside and waterside portions of the development. . .” It is not clear how the size of the piles will impact the landside portion of the site. However, as analyzed in Section 5.3 - Biological Resources (page 5-88) - based on a shade and shadow study by AC Martin Partners, the Assessment of Marine Biological Resources concludes that the effect of shadows on the biological resources of the marina would “range from nil to minimal.” Regarding the docking system, the Assessment noted “the effect of shading on present organisms is positive - and may become more positive - due to organisms’ attraction/adjustment to shade as a constant element of their habitat.” As described in the DEIR (Pages 5-14 to 5-18), the shade and shadow analysis prepared by AC Martin Partners graphically depicts the shadowing effects on adjacent parcels. Adjacent boat docks and other landside uses to the west will be minimally shaded during late winter and early spring mornings (Figures 5.1-1, page 5-15 and 5.1-7, page 5-17). There will be no significant impact based on conclusions in the shadow study and the biological resources study.

The proposed landscaping is discussed on page 5-18 of the DEIR and tree types are identified, but no tree heights are included and no tree specimens identified. The Preliminary Landscape Plan (Exhibit 5.1-8, page 5-20) shows landscape locations but does not include heights or sizes of trees and plants. Although landscaping is depicted in the computer-generated view simulations in the Aesthetics section, the simulations are not intended to portray the tree heights and types. The purpose of the simulations is to represent proposed building height and size – not proposed landscaping. In any case, the project is conditioned to submit a final landscaping plan for County review (Mitigation Measure AE-1). The project will be further

conditioned to include specific tree specimens and a requirement for a minimum of 24" box size trees in the final landscaping plan unless alternate sizes are approved during County review and approval.

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considerations more than a standard dock. It will also require substantially larger piles, and create larger shade and shadow impacts on both the landside and waterside portions of the development as compared with the Landside Only Alternative. In addition, the proposed landscape plan shows trees which appear to measure 50 feet and higher. In order to attain the landscape buffer suggested an exact height and plant species should be specified in the DEIR.

M-12  
cont'd

- g. The analysis states "To provide all proposed project elements on site, a landside-only dry stack boat storage structure would have to be significantly smaller than the RFP response design and would only be able to accommodate approximately 200 boats." That is in fact why it makes sense from an environmental impact perspective **not** to locate all of the RFP required elements on a single parcel when an alternative with substantially less impact exists on two parcels.

M-13

#### 4. Revised Comparison With Alternatives:

After correcting the errors in the analysis, the Landside Only Alternative provides a superior alternative to the proposed project in that it has an equal or reduced impact in every category when compared to the proposed project. The following table summarizes these results:

M-14

Alternative	Aesthetics	Air Quality	Biological Resources	Geology/Soils	Hazards/Hazardous Materials	Hydrology/Water Quality	Land Use/Relevant Planning	Noise	Public Services	Recreation	Transportation and Traffic	Utilities
Alternative 1 No Project	-	-	-	+	*	+	-	-	*	+	-	*
Alternative 2 Landside Only	-	-	*	*	-	*	*	-	*	-	*	*
Alternative 3 Reduced Building Height, Same Footprint	*	*	*	*	*	*	*	-	*	+	-	*
Alternative 4 Alternate Land Use, Public Facility	-	*	-	-	*	*	-	*	+	+	*	*

"+" Potential impacts are Greater than proposed project

"-" Potential impacts are less than the proposed project

"\*" Potential impacts are equal to proposed project



M-13 Please refer to response M-7 above.

M-14 The matrix presented on page 6-8 of the DEIR remains accurate and complete, and no revisions are warranted. The matrix presented on page 5 of the commenter's letter does not accurately reflect impacts, as is explained in responses above, and further detailed in responses to Comments M-15 thru M-19 below. Several assumptions made regarding the commenter's RFP alternative are infeasible and do not meet the project's requirements as set forth in the County's RFP.

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Justification for changes to matrix:

a. Aesthetics

The Landside Only Alternative will reduce the building height from 83 feet to 52 feet and would not extend over the water into Basin H as proposed. The reduction in height would provide an overall benefit to the projects aesthetics and reduce this impact to a level of insignificance. More importantly, by removing the over water portion of the building the vistas from the following parcels will be greatly improved thus eliminating the unavoidable significant impacts associated with aesthetics and massing. These impacts are specifically identified as follows:

- i. Parcel 49 (Public Launch Ramp): The proposed project will block the view for about 25% of the 450-foot wide harbor which is currently enjoyed by boaters launching vessels at the launch ramp.
- ii. Parcel 53 (The BoatYard): The proposed project would be located 65 feet from recreational boater docks and tower approximately 90 feet or more above the low tide water line. The structure would block all views to the east from this recreational marina.
- iii. Parcel 77 (Dry Storage Lot): The proposed project structure would be situated about 200 feet closer and 31 feet higher than the Landside Only Alternative.
- iv. Burton Chase Park: The proposed project would block a substantial amount of the mountain views from the public park, which is listed in the LCP as a "particularly significant vantage point".

In summary, the addition of a 14.5 foot wide view park does not outweigh the impacts to the surrounding properties as the desirability of such a park would be diminished due to its size and location (downwind from a commercial boat yard and contiguous to the proposed 83 foot building). Further, since a view park is not a stated goal and objective of this EIR it should not be a part of the analysis. (Note that the proposed park view photos on page 5-10 do not consider the redevelopment plans for the BoatYard next door).

M-15

M-15 As detailed in response M-11 above, the DEIR acknowledged that constructing a building where no building currently exists is an aesthetics impact and the County will be required to adopt a statement of overriding considerations. The Landside Alternative would also require construction of a building where none currently exists. As also noted in Response to Comment M-11 above, the proposed project is not in conflict with designated view areas that are required to be protected or significant vantage points as described in the Marina del Rey Land Use Plan. As detailed on page 5-19 of the DEIR, the 50% view corridor which will be provided is in excess of the 40% County requirement. In specific response to the commenter's identified issues:

- Parcel 49 (Public Launch Ramp) – The proximity of the dry stack storage structure to the public launch ramp would impede views from the southernmost launch ramp (closest to the dry stack facility) to the Parcel 53 boat yard until the launched vessel passes the dry stack structure. As the launch ramp is not a long-term docking facility, and boats move relatively quickly into the water and into the Basin, the launch ramp is likely not utilized as a vantage point for many viewing opportunities. However, placing any building where none currently exists will impede some views.
- Parcel 53 (The Boat Yard) – Views to the east consist of the public launch ramp and buildings, none of which are considered protected views. The docks at The Boat Yard are for docking of boats, and views to the landside are not protected. The dry stack storage structure would extend less than half the distance into the Basin as the docks at The Boat Yard. This open area allows adequate visual distance for boats entering the Basin from The Boat Yard docks. In addition, the Boat Central docks are for short-term queuing of departing and arriving boats and will not impede views from boats docked at Parcel 53. With respect to the commenter's statement about future redevelopment plans for The Boat Yard, while redevelopment is considered as a future project, the inclusion of any such project detail is speculative.
- Parcel 77 (Dry Storage Lot) – As previously noted, from ground level a view is similarly blocked by a one story building and a five story building. No protected views or vantage points are obstructed from Parcel 77.
- Burton Chace Park – The park is oriented to capture views of the Basin, the main channel and beyond to open water. Views towards the mountains are currently obstructed by existing development, mature vegetation and boat masts from docked boats. Please refer to page 5-9 in the DEIR (Exhibit 5.1-4 - Current and Proposed Views from Chace Park) which shows there are no view impacts. In addition, the LCP Land Use Plan calls for protection of water views and views of the water from Burton Chace Park are not obstructed by the project.
- The Landside Only Alternative would not reduce impacts to a level that would make it a superior project, because any building will result in aesthetics impacts due to height and massing. The commenter has not provided any specific evidence that impacts would be significantly less with the Landside Alternative. As stated above, the County acknowledges a significant aesthetics impact and will be required to adopt a Statement of Overriding Considerations. No new impacts are identified and the analysis remains adequate and complete.

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Similarly, adding an additional 75 feet of view corridor from Fiji Way does not provide much public benefit as the view from this corridor is only to the boat storage yard across the harbor and the proposed project itself.

M-15  
cont'd

b. Hazards/Hazardous Materials

The elimination of the over-water portion of the proposed project would reduce the potential for hazardous wastes associated with vessels being launched or retrieved from spilling into the harbor. Vessels, especially those with older 2-cycle motors tend to leak oils, fuel, and exhaust particles which would be trapped and processed by the Landside Only Alternative through a clarifier. With the proposed project, these hazardous wastes along with cleaning solvents, waxes, fishing waste, and sewage from on board toilets could be released into the harbor. In addition, the long term storage of vessels over the water increases the chance that these pollutants as well as fuel from expansion within tanks during hot weather would leak into the harbor.

M-16

This impact was over looked by the DEIR and will pose a significant unavoidable impact from the proposed project which would be eliminated by the Landside Only Alternative.

c. Public Services

As described above, the Landside Only accommodates all of the project components on the combined site including the requirements for the Sheriff/Lifeguard facility. In addition, the Landside Only alternative provides better public service amenities as it would be part of an established full service boat yard capable of providing a full line of services to storage tenants. For this reason, the Landside Only Alternative is superior with fewer impacts to public services than the proposed project.

M-17

d. Recreation

As described above, the Landside Alternative provides slightly more boat storage spaces and parking than the proposed project, not less. In addition, as stated in Section 2(b) above a view park at this location is of little public value and is not a goal or objective for this project. The Landside Only Alternative by comparison provides more in water recreational slips while eliminating the visual aesthetic impact to over 200 existing slip tenants at parcel 53 and 54. For this reason the Landside Only Alternative is superior to the proposed project.

M-18

As previously noted, the view park will be located at the terminus of an approximately 32-foot-wide promenade, not 14.5 feet as the commenter suggests. Please refer to response to Comment M-3 above relative to the fire department easement.

The view corridor is a requirement of the County of Los Angeles Marina del Rey Land Use Plan and Specific Plan. Contrary to the commenter's statement, any extended view of the water provides a public benefit and is consistent with Shoreline Access Policy 14 of the Marina del Rey Land Use Plan.

- M-16 The commenter opines that the over-water design increases the chance that hazardous wastes will enter the water due to leaking vessels. The operational plan for the dry stack facility includes washing, drying, and visual inspection of each boat being returned to the racks. They will be stored with engines positioned for ease of inspection while stored. It should be noted that in comment d. on page 7, Recreation, the commenter states that the Landside Alternative provides more in-water recreational slips. This statement is repeated on page 9, Recreation. There is a greater probability that boats left in the water have an increased likelihood of releasing hazardous materials directly into the water than boats stored under dry stack conditions, especially with an inspection regimen in place to detect such problems, as the project proposes. The analysis in the DEIR remains adequate and complete, and no revision is necessary.
- M-17 Regarding Public Services, the DEIR found that no impacts to public services would result with implementation of the proposed project. CEQA identifies public services as fire protection, police protection, schools, parks, and other public facilities. It is unclear from the comments how the landside only alternative improves on Public Services. Rather, as described on page 6-16 of the DEIR, because the Sheriff's Boatwright/Lifeguard facility cannot be accommodated on-site, requiring a third parcel that is not part of the project, and is under a long-term lease, impacts would be greater with the landside alternative. As noted by the commenter, the boat yard is an existing facility, which would remain in place with the proposed project.
- M-18 Please refer to responses to Comments M-3, M-15 and M-16 above.

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e. Transportation and Traffic

Since the number of boat storage spaces is approximately equivalent in either the proposed project or the Landside Only Alternative the impacts to Transportation and Traffic would be similar.

M-19

5. Landside Only Alternative Superior to Proposed Project:

The Landside Only alternative as set forth in the RFP response dated 4/4/05 achieves all of the goals and objectives set forth in Section 4.5 of the subject DEIR and at the same time achieves reduced or equivalent environmental impacts in each of the evaluation categories as summarized below:

M-20

a. Aesthetics – (Superior)

As described above the aesthetics of the Landside Only Alternative would be far superior to the proposed project as it would be over 30 feet lower and not protrude out over the water. It would preserve water views from parcel 53, the public launch ramp, parcel 77 and Burton Chase Park which is listed in the LCP as a “particularly significant vantage point”. Avoiding construction over the water will also prevent setting a dangerous precedent for future projects in Marina del Rey.

b. Air Quality – (Same)

Impacts on air quality are expected to be similar

c. Biological Resources – (Same)

Impacts on biological resources are expected to be similar.

d. Geology and Soils – (Superior)

The proposed project will require large concrete piles in the harbor in order to support the over-water portion of the construction. In addition, the proposed project will require substantial foundation support on the landside which will require significantly more grading and earthwork. The Landside Only Alternative would consist of a rack supported building which would not necessitate the same level of foundation work and therefore have a lower impact on the local geology and soils.

e. Hazards and Hazardous Materials – (Superior)

The Landside Only Alternative would be able to capture and treat any hazardous substances which could leak or spill from vessels being hauled out or launched. These substances include oils, exhaust particulates, cleaning solvents, waxes, phosphate containing soaps, detergents, sewage from holding tanks, and other miscellaneous chemicals commonly used

M-19 The DEIR stated impacts to traffic are less than the proposed project with the Landside Only Alternative. The County acknowledges the commenter's concurrence that traffic impacts would be similar with a larger landside alternative on Parcel 53, which is not part of the project site.

M-20 Please refer to the comments above as identified for each environmental concern identified by the commenter. Table 6.4-1 on page 6-8 of the DEIR summarizes the impacts of the Alternatives compared to the proposed project. As indicated above, the DEIR included the Landside Only Alternative. That Alternative was found to have potentially greater, less than and equal to impacts as shown in Table 6.4-1. However, we provide the following additional analysis in order to address the commenter's specific statements:

- a. Aesthetics - refer to responses M-6 and M-11 above.
- b. Air Quality - concurrence with similar impacts
- c. Biological Resources - concurrence with similar impacts
- d. Geology and Soils – Refer to response to Comment M-12 above. In addition, as stated in the geotechnical report prepared for the project (Appendix F in the DEIR), potential for widespread liquefaction exists at the site for the level of ground shaking associated with the design earthquake. The waterside portion of the structure will be supported on approximately 22 foundation pile locations, the exact number to be determined with preparation of the final building plans. However, liquefaction and the associated hazards that require mitigation (settlement and lateral spreading) are expected to occur on the landside portion of the site, regardless of whether the structure extends over the channel. Of primary concern is the possibility that, following liquefaction, soil from the landside portion of the site will laterally spread towards the channel causing a failure of the existing seawall. The 2008 geotechnical report states that this hazard could be addressed by either a) constructing a supplemental supporting system within the soils behind the seawall to confine the soils from potential lateral movement, or b) improving the liquefaction-susceptible soils beneath the building with a ground modification technique. Because the direction of the lateral spreading hazard is perpendicular to the existing seawall (i.e., towards the channel), the proposed building layout that extends over the channel would require a supplemental supporting system according to option "a" above. This support system would occupy a narrower footprint than would be required for the landside only alternative, because the landside structure is wider in the dimension parallel to the seawall. If ground improvement was chosen for the over-land footprint of the building according to option "b", the proposed over-water option would again require a smaller footprint than the landside option. Therefore, the proposed project remains the superior project from an environmental standpoint with regards to geology and soils.
- e. Hazards and Hazardous Materials – Refer to response to Comment M-16 above.

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aboard small vessels. The proposed project with vessels stored out over the water is likely to release these hazardous wastes into the harbor. In addition, no hazardous waste clarifier system has been included in the proposed design.

- f. Hydrology and Water Quality – (Same)  
Impacts on hydrology and water quality as expected to be similar.
- g. Land Use and Relevant Planning – (Superior)  
The Landside Only Alternative would require fewer land use planning variances and amendments as compared with the proposed project which will require the following discretionary actions:
  - i. Specific Plan amendment to allow structure height above current zoning limit of 45 feet.
  - ii. Specific Plan amendment to allow construction in the “bulkhead zone”
  - iii. Setback variance to allow for the over-the-water design.
  - iv. LCP amendments to allow for the above amendments to the Specific Plan.
  - v. Parking permit to reduce parking ratio to 0.36 cars per boat space.
- h. Noise – (Superior)  
Noise from the gantry crane operating in close proximity to boat slips and surrounding parcels will be significant. The Landside Only Alternative would utilize natural gas powered forklifts which would operate quietly and cleanly from within the enclosed storage building until the boats are moved to the waterfront. All noise created by an over-the-water gantry crane would be eliminated making the Alternative superior to the proposed project.
- i. Public Services – (Superior)  
The Landside Only Alternative would provide greater parking for the public and allow for multiple landside service racks where boaters would be capable of working on their own vessels.
- j. Recreation – (Superior)  
The Landside Only Alternative provides a greater number of wet boat slips for the public to utilize when sea conditions are not amenable to small craft boating. Customers would be able to launch their boat and recreate on the vessel within the harbor when unable to pass outside of the breakwater. This greater staging area also facilitates larger demand and more rapid launch and retrieval times during busy boating weekends.

M-20  
cont'd



- f. Hydrology and Water Quality – Concurrence with similar impacts
- g. Land Use and Relevant Planning – While the Landside Only Alternative may require fewer variances and amendments, it does not meet the County’s goals as identified in the RFP for the project. Further, the County’s General Plan, Municipal Code and Local Coastal Program provide mechanisms for such processes in the approval of proposed projects.
- h. Noise – Construction, traffic and operational noise were analyzed in the DEIR (Section 5.8) based on noise studies prepared for the proposed project. Short-term construction noise was identified as a significant and unavoidable impact. The impact would be substantially the same regardless of the size and configuration of the components identified in the DEIR. Operational noise did not increase the noise level at receptor sites by 3 dB or more (impact threshold) and the impact is less than significant. While use of a forklift could be somewhat quieter, the proposed crane is buffered, thereby minimizing noise impacts. Therefore, noise impacts would be similar for the proposed project and the landside alternative.
- i. Public Services – Refer to response to Comment M-17 above. Parking is not a public service issue under CEQA.
- j. Recreation – The dry stack storage facility provides additional boat storage capabilities in the marina to accommodate a larger number of boaters. The commenter does not provide any data showing how many boats are used for “dockside recreating.” Existing opportunities for recreating within the marina will continue with the proposed project, in addition to the provision of storage facilities for boat owners who use their boats for water travel. And, as discussed in response to Comment M-16 above, from an environmental standpoint, dry stack storage is a better alternative to in-water docking due to the potential release of hazardous materials into the water while boats are docked.

As noted in responses to Comments M- 3, M-11 and M-15 above, the view park provides a public benefit for a waterfront view location, and, when combined with the site’s additional view corridor, offers the public a significant enhancement compared to the landside only alternative.

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The proposed view park would not likely provide any public recreational benefit due to its small size (14.5 feet wide), view blockage, proximity to an operating boat yard, and limited landscaping as it is situated on top of a fire department easement.

M-20  
cont'd

- k. Traffic and Transportation – (Same)  
Impacts on traffic and transportation are expected to be similar.
- l. Utilities – (Same)  
Impacts on utilities are expected to be similar.

**6. The Landside Only Alternative Meets all of the Objectives and Goals:**

The following is a list of the Goals and Objectives listed on page 4-37 of the DEIR and a brief description of how the Landside Only Alternative achieves them:

M-21

<b><u>Project Goals &amp; Objectives</u></b>	<b><u>Landside Only Alternative</u></b>
<ul style="list-style-type: none"> <li>Development of a state-of-the-art dry stack boat storage structure, incorporating boater friendly, water oriented design</li> </ul>	The Landside Only Alternative provides the most commonly used, state-of-the-art dry stack storage facility in service anywhere in the world. Its boater friendly design provides maximum launch and retrieval rates with the redundancy of two cranes and the installation of wash racks. It provides short term slips for boaters use in unfavorable sea conditions. The design is water oriented, is not constructed out over the water, and blocks no waterside views from existing slips or from other parcels.
<ul style="list-style-type: none"> <li>Bring a new option of boat storage and a new level of service to the Marina del Rey boating community</li> </ul>	The Landside Only Alternative brings a new option of boat storage to Marina del Rey along with the highest level of customer service available only from a firm such as Westrec Marinas which actually owns, operates, and has developed more dry-stack facilities within the United States than any other marina operator.
<ul style="list-style-type: none"> <li>Increase the number of boat storage spaces within Marina del Rey</li> </ul>	The Landside Only Alternative increases the number of boat storage spaces within Marina del Rey by 360 storage spaces.
<ul style="list-style-type: none"> <li>Provide docking facilities that are compliant with the Americans with</li> </ul>	All docks and landside amenities are accessible and ADA compliant under the Landside Only Alternative.

- k. Traffic and Transportation – Concurrence with similar impacts
- l. Utilities – Concurrence with similar impacts

M-21 The Landside Only Alternative analyzed in the DEIR did not contemplate the inclusion of Parcel 53 (see responses to Comments M-4 and M-7 above). The Parcel 53 Alternative was considered but not advanced because the existing uses would be eliminated, project components would need to be scaled down to accommodate the Sheriff's Boatwright/Lifeguard structure and yard, the mast-up storage area and the required parking for those uses. Therefore, the Alternative recommended by the commenter, which includes Parcel 53, does not meet the project goals and objectives for development on Parcels 52 and GG, as detailed on page 6-4 of the DEIR and described below:

- The Alternative provides a dry stack storage facility with boater friendly, water-oriented design. Contrary to the commenter's assertion, the building expanse over a significant portion of Parcels 52/GG results in an aesthetics impact by blocking views of the water from Fiji Way, the bicycle trail and the pedestrian walkways.
- The Alternative also brings a new option of boat storage. However, the commenter presents no supporting data for the conclusion that Westrec Marinas would provide a higher level of customer service, which is not an environmental impact under CEQA. The proposed project would not eliminate or interfere with any services currently provided by Westrec Marinas.
- With regard to the number of storage spaces, please refer to response to Comment M-4 above.
- Both the proposed project and the Alternative provide ADA-compliant facilities.
- The proposed project will not result in the elimination of services currently provided by The Boat Yard and, therefore, the Alternative does not provide an additional benefit. The increase in wet slips will have a detrimental impact from an environmental standpoint.
- The DEIR has demonstrated that the proposed project will not impact the public launch ramp. Please refer to Topical Response #2 which includes details from the Basin H Vessel Traffic Study dated July 2012. The segment of open water over which the proposed project will extend will be used for additional wet slips, effectively eliminating the open water area with the Alternative.

Refer to response to Comment M-16 above with respect to potential impacts due to leaks. The Alternative would increase the number of wet slips, thereby increasing impacts from bottom paint and cleaning detergents and potential leaks.

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Disabilities Act (ADA)	
<ul style="list-style-type: none"> <li>Encourage recreational boating and visitation and use of the marina's retail, restaurants and public facilities in the project vicinity</li> </ul>	The Landside Only Alternative encourages boaters using the dry stack facility to utilize the two repair yards contiguous to the project site and promotes business and fuel sales at Del Rey Landing. In addition, the increased number of transient docks allow visiting vessels to patronize surrounding restaurants at Fisherman's Village and at the various Marina Shopping Centers.
<ul style="list-style-type: none"> <li>Preserve open water area for recreational boating by expanding boat storage facilities on dry land instead of constructing wet slips.</li> </ul>	The Landside Only alternative preserves open water area, especially in front of the public launch ramps while expanding boat storage facilities entirely upon dry land. No dry storage is constructed out over the water.
<ul style="list-style-type: none"> <li>Take advantage of the site design to reduce contribution of pollutants normally associated with wet slips and boat maintenance.</li> </ul>	The Landside Only Alternative reduces pollutants from bottom paint and cleaning detergents typically released while boats are moored in wet slips. In addition, its design allows the treatment of oils, exhaust residue, cleaning chemicals, sewage, biological, and fuel leaks through a landside clarifier. It eliminates the risk that these substances may leak into the harbor while boats are stored out over, or floating upon the water.

M-21  
cont'd

#### **Summary and Conclusion:**

As described above, it is clear that the DEIR contains several significant errors and has failed to properly consider all of the feasible alternatives which would reduce or eliminate significant environmental impacts from the proposed project, most notably, aesthetic impacts. As described above, the Landside Only Alternative achieves equal or lower environmental impacts in all evaluation categories. Since the Landside Only Alternative is a feasible alternative that can meet all of the Project Objectives stated in Section 4.5 of the DEIR, we believe that CEQA prohibits the County from approving the proposed project. (State CEQA Guideline 15091.) Further, the revisions to the DEIR needed to accurately describe and evaluate the true Landside Only Alternative requires the County to revise and re-circulate the DEIR. (State CEQA Guideline 15088.5.)

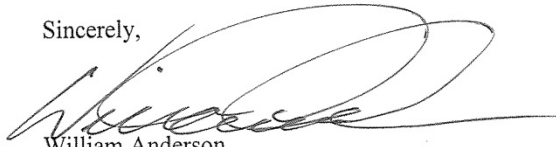
M-22

M-22 Responses to Comments M-1 through M-21 above address the commenter's assertion that the DEIR contains several significant errors and has failed to properly consider all feasible alternatives. The questions raised in the commenter's letter are adequately addressed in the DEIR, and no additional analysis is required. The comments do not present a fair argument of a potential significant impact and do not provide substantial evidence of a significant impact. It has been shown that the commenter's proposed landside only alternative does not provide the least environmental impacts, and no supporting evidence for DEIR recirculation has been provided. The analyses and conclusions in the DEIR remain valid for purposes of CEQA. Therefore, the County of Los Angeles, as Lead Agency, has concluded that the DEIR is adequate and complete and recirculation is not required.

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Please feel free to contact me with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'William Anderson', with a large, stylized loop at the end.

William Anderson  
President  
Westrec Marina Management, Inc.

cc: Mr. Ed Casey, Esq.

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February 18, 2009

*Via E-Mail & U.S. Mail*

County of Los Angeles  
Department of Regional Planning  
320 West Temple Street, Room 1346  
Los Angeles, CA 90012

Attn: Michael Tripp

Re: Boat Central Project, Project No.: R2008-20340

Dear Mr. Tripp:

This law firm represents Harbor Real Estate Group, LLC (Harbor) in connection with the proposed Boat Central Project. We have received a copy of the Initial Study and Notice of Preparation (IS/NOP). While we look forward to receiving more information about the Proposed Project and its environmental impacts as analyzed in the upcoming Draft Environmental Impact Report, we would like to bring to your attention at this time to an issue concerning the "Statement of Objectives" contained in the IS/NOP.

Harbor is concerned that those Project Objectives (set forth at page 12 of the IS/NOP) are structured in a way that may preclude a meaningful analysis of alternatives to the Project. As you know, crafting the Project Objectives in a way that fits only the Proposed Project and precludes analyses of feasible alternatives is strictly prohibited by federal and State law (see *Simmons v. U.S. Army Corp of Engineers* (7<sup>th</sup> Cir. 1997) 120 F.3d 664; *Preservation Action Council v. City of San Jose* (2006) 141 Cal.App.4<sup>th</sup> 1336).

Accordingly, we urge the County (since the County is a co-applicant on this Project) to adopt Project Objectives that will foster an analysis of alternatives to the Proposed Project that would reduce environmental impacts and create greater economic benefits. For example, we believe that one alternative that should be analyzed in detail in the Draft EIR involves the construction of a dry stack facility not built out over the harbor. By utilizing the most prevalent and cost-effective dry stack boat storage design in existence, the project will benefit from a lower cost of construction while avoiding the undesirable precedent of building out over the water. This structure can provide the same number of boat storage spaces by utilizing off-site parking or a reduced number with on-

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site parking. By reducing project height and massing out over the water, environmental impacts such as shade and shadow and wind disruption are also eliminated.

A second alternative that should be reviewed in the Draft EIR would utilize an off-site parcel, namely contiguous parcel 53. Such an alternative would take advantage of existing excess parking. This approach will provide for a larger number of boat storage spaces and provide for the construction of a more traditional and time tested design. By combining the parcels it would not be necessary to construct a building out over the water while providing a lower cost alternative for the boating community. In addition, as the height and massing are reduced, so are the related environmental impacts.

We look forward to working with the County on this important matter.

Very truly yours,



Edward J. Casey

EJC/ysr

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**Comment Letter MM****Squalo Consultoria e Engenharia (on behalf of Westrec Marinas)****March 1, 2012**

March 1, 2012

**VIA FEDERAL EXPRESS**

To  
 Ms. Anita Gutierrez  
 Los Angeles County  
 Department of Regional Planning  
 320 West Temple Street  
 Los Angeles, California 90012

**RE: COMMENTS TO DRAFT EIR  
 BOAT CENTRAL  
 PROJECT NO. R2008-02340**

Ms Gutierrez:

I have been retained on behalf of Westrec Marinas to evaluate a letter submitted to CAA Planning on November 2, 2011 by Bluewater Design Group (copy attached) as it relates to boat storage capacity for the Landside Only Alternative submitted by Westrec Marinas in response to a county RFP for dry stack storage in Marina del Rey.

MM-1

Although the Bluewater letter accurately sets forth the overall design dimensions for Westrec's proposed Landside Only Alternative, various assumptions were changed which result in understating the total boat storage capacity of the structure. Contrary to Bluewater's original assumptions when it designed the Westrec structure, it now assumes that a greater number of wider boats will be stored within the structure, and therefore a reduced total storage capacity. Although there is no way of knowing precisely the actual size and number of boats which will become the ultimate customers, certain assumptions must be made which are intended to better reflect the actual boating community in which the facility is to be constructed. Since Marina del Rey is mostly a medium/small boat harbor, the boat widths suggested by Bluewater are unrealistic and do not reflect the true market conditions.

MM-2

Specifically, the Bluewater letter assumes that all first and second storage levels in the Westrec design would need to be increased in height from the original design and would only accommodate two vessels within a thirty (30) foot total width. This is an extremely conservative and unreal assumption, as very few vessels in this size would require 15 feet of storage width each. More likely, given the smaller vessels in the market, three vessels will fit on each of these lower racks with an occasional wider boat mixed in with boats that are typically narrower. This is the typical and standard procedure in the operation of dry stack marinas. In addition, the revised heights utilized in the Bluewater letter are excessive and higher, even than any of the bays in the proposed Boat Central design, which is being considered as the subject of the Draft Environmental Impact Report. In fact, whereas the Bluewater letter assumes a 15 foot height for the largest vessels in the Westrec design, the proposed Boat Central Design specifies only 13' 9". Further, twelve of the stored vessels in the proposed Boat Central design appear to have heights of less than five feet while none of the spaces in the Westrec design are lower than seven feet, which also reflects the market reality.

MM-3

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**Response to  
Comment Letter MM  
Squalo Consultoria e Engenharia (on behalf of Westrec Marinas)  
March 1, 2012**

The letter from Squalo Marinas was included as an attachment to the Westrec Marinas letter dated March 1, 2012.

- MM-1 The County acknowledges that Squalo Marinas was retained by Westrec Marinas to review boat storage capacity for the Landside Only Alternative.
- MM-2 The commenter states that the boat widths suggested by Bluewater are unrealistic and do not reflect the true market conditions. In October 2002, the California Department of Boating and Waterways (DBAW) published the California Boating Facilities Needs Assessment. The Assessment survey found that while boats less than 26 feet are most commonly stored on trailers on their owner's property, most boats 26 feet or longer are kept in the water at boating facilities. For boats over 26 feet, only 14.5% are stored on trailers and 84.2% are stored in the water. This statistic supports the need for wet and dry slips or racks to accommodate the small boats greater than 26 feet. The DBAW Assessment also noted that the prevailing trend at the time the study was conducted was towards larger boats, as well as wider and taller small craft. The availability of a dry stack storage facility that can accommodate the wider and taller specifications on newer boats is a benefit to the boating public. Dry stack storage design must, therefore, reflect the ability to accommodate market and design trends.
- MM-3 While the discussion of the internal design of a storage facility does not raise an environmental issue, it is germane to the potential height of the structure required to house the proposed number of boats. The aesthetic impacts are discussed in the DEIR, Section 5.1, beginning on page 5-1. With regard to inconsistent rack heights, the Bluewater analysis assumes that, as is typical for dry stack storage facilities, rack heights can be adjusted. Therefore, the analysis provides a scenario using the building dimensions provided in the Westrec alternative. The mix of rack heights in the Boat Central project is designed to address current market conditions and can be adjusted to accommodate future trends.



In my professional opinion and as a result of my 35 years designing, constructing, and operating dry stack facilities and wet slip marinas internationally; the Westrec design for the Landside Only Alternative is more likely to be capable of storing approximately 360 vessels as set forth in the following calculations. It is understood, however, that this is an estimate as the total number of vessels actually accommodated may be higher or lower than the estimate depending upon their ultimate length, width, and height.

MM-4

12 racks measuring 40' x 30' with 3 boats in each bay = 36  
12 racks measuring 30' x 30' with 3 boats in each bay = 36  
Total boats per level = 72  
Five levels = 360 boats total

Thank you for the opportunity to assist you in this analysis, please feel free to contact me should you require further clarification on this matter.

MM-5

Sincerely,

Ronaldo B. P. de Souza, PE, CMM  
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Squalo Marinas Consulting and Engineering Ltd.  
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MM-4 The commenter does not raise a specific CEQA issue in the analysis of boat storage capacity. Storage capacity alone does not make the Landside Only Alternative superior. However, the County recognizes the difference of opinion among experts regarding the storage capacity of the proposed project and the Landside Only Alternative.

MM-5 The County acknowledges the commenter's offer to contact him regarding further clarification.

**Ronaldo B. P. de Souza**

Mr. Ronaldo Souza is a P.E and graduate of Rio de Janeiro State University with a degree in Civil Engineering with a specialty in Harbors Ports and Channels. As a licensed engineer he completed his first full marina design in 1976. He went on to participate in a variety of projects throughout Brazil. In 1985 he formed Squalo Marinas Engineering and Consulting LTD, to address the exploding need for marina and waterfront design in that country. In 1994 he went on to achieve his master's degree in Environmental Sciences. Over the last 35 years Mr. Souza has personally been involved with more than 100 projects throughout South America, Brazil, Peru, Mexico, US and Argentina comprising some 21,000 dry and wet and slips. In January, 2009 was awarded with the CMM - Certified Marina Manager diploma.

Since 1989 Mr. Souza has participated in numerous International Marina Institute (IMI) courses and seminars including Marina Appraisal Course and both Intermediate and Advanced Marina Management Schools as well as the University of Wisconsin's Docks&Marinas.

In 2000 Mr. Souza partnered Squalo with Westrec Marinas and in 2002 was instrumental in the formation and founding of Westrec Marinas Latin America (WMLA).

Through Mr. Souza's efforts, Squalo hosted the First International Marina Symposium during the 2002 boat show in São Paulo in cooperation with Brazilian Marina Association. The following year he sponsored the second "National Marinas Symposium" event and has continued to be actively involved as a international speaker at numerous conferences and seminars concerning design, construction operations and environmental factors in marinas at locations throughout the world, as well as a article writer for marinas and nautical magazines.

Ronaldo Souza is also member of the Board of Directors of AMI and member of the Advisory Committee of IMI and vice president o ABRAMAR, the Brazilian Marina Association.

Mr. Souza has continued providing marina consulting services in design and development throughout the region and has been instrumental in insuring marina development all over the world. He is an avid boater, sailboat racer, and international certified dive master.

As a result of his work in ports and marinas from 1975 up to now, the attached list allows a general overview of his experience.

(Marina Name – City, State, Country – Client – Number of boats)

- **Marina Porto Real Resort** - Mangaratiba, RJ, BRAZIL - Construtora Andrade Gutierrez S.A. - 600 boats;
- **Marina Pirata's Mall** - Angra dos Reis, RJ, BRAZIL – Atlantica Empreendimentos S.A. - 550 boats;
- **Marina Veracruz** – Veracruz, VC, MEXICO – Grupo Moreño Núnes – 750 boats;
- **Marina do Portobello Resort** - Mangaratiba, RJ, BRAZIL – Grupo Portohotel S.A.- 800 boats;
- **Lima Marina Clube** - Lima, PERU – Entreprize Galaxy - 395 boats;
- **Marina da Glória** - Rio de Janeiro, RJ, BRAZIL - Prefeitura da Cidade do Rio de Janeiro - 930 boats;
- **Harbor Islands Marina** – Hollywood, FL, USA – Westrec Marinas – 180 boats;
- **Marina Porto Bracuí Resort** - Angra dos Reis, RJ, BRAZIL - Letra S.A. - 800 boats;
- **Marina Verolme** - Angra dos Reis, RJ, BRAZIL – AC Lobato Engenharia S.A.- 900 boats;
- **Puerto Escondido** – Loreto, BCS, MEXICO – FONATUR – 152 boats;
- **Marina Porto Itacuruçá** - Itacuruçá, RJ, BRAZIL - Atlântica Empreendimentos S.A. - 1100 boats;
- **Marineland** – St. Augustine, Florida, USA - Westrec Marinas– 70 boats;
- **Quintas de Itacuruçá Resort & Marina**- Itacuruçá, RJ, BRAZIL – Elite Empreendimentos Ltda - 200 boats;
- **Marina de Mazatlán** – Mazatlán, SI, MEXICO – FONATUR – 50 boats;
- **Marina Porto de São Bento** - Angra dos Reis, RJ, BRAZIL – Grupo Centenário - 1100 boats;
- **Blue Marina** – Belem do Pará, PA, Brazil – Blue Participações – 550 boats;
- **Marina da Isla Cortez Resort** – Altata, SI, MEXICO – Grupo Milenium – 100 boats;
- **Marina Refúgio Del Rey Resort**- Penha, SC, BRAZIL – Refúgio Del Rey Entretenimento S.A. - 645 boats;
- **Marina de Guaymas** – Guyamas, SO, MEXICO – FONATUR – 50 boats;
- **Porto Abrigo dos Reis** - Angra dos Reis, RJ, BRAZIL – Italco Construções Ltda.- 420 boats;
- **Marina La Paz** – La Paz, BCS, MEXICO – FONATUR – 76 boats;
- **Marina Tedesco** - Balneário Camboriú, SC, BRAZIL – Grupo Tedesco - 410 boats;
- **Marina Eldorado Sul** – Porto Alegre, RS, BRAZIL – Genesis Empreendimentos RGS S.A. – 240 boats;
- **Marina do Maksoud Plaza Resort**- Ilha da Gipoia, RJ, BRAZIL – Hidroservice Engenharia S.A.- 300 boats;
- **Marina Lago Paranoá** - Brasília, DF, BRAZIL – Rio das Pedras Empreendimentos Ltda.- 332 boats;
- **Meliá Angra Resort & Marina** - Angra dos Reis, RJ, BRAZIL – João Fortes Engenharia S.A. - 325 boats;
- **Marina Riobello** – Manaus, AM, BRAZIL – RN Incorporações Ltda – 360 boats;
- **Marina Pública de Vitória** - Vitória, ES, BRAZIL – Companhia de Desenvolvimento de Vitória – Prefeitura de Vitória, ES, BRAZIL - 313 boats;
- **Marina Governador** – Rio de Janeiro, RJ, BRAZIL - 300 boats
- **Marina Porto Camboriú** - Balneário Camboriú, SC, BRAZIL – Prefeitura Municipal de Balneário de Camboriú - 80 boats;
- **Marina do Complexo Turístico Porto Sino**– Paraty, RJ, BRAZIL – Mercantil Internacional S.A.-700 boats;
- **Marina do Pontal** - Angra dos Reis, RJ, BRAZIL - Marina do Pontal Ltda. - 300 boats;
- **Marina Golden Port** - Ubatuba, SP, BRAZIL – Marina Golden Port Ltda - 120 boats;
- **Marina de Porto Seguro** – Porto Seguro, BA, BRAZIL – Atlantida Engenharia e Empreendimentos Ltda – 180 boats;
- **Marina da Enseada** - Ubatuba, SP, BRAZIL - 21 boats;
- **Marina Green Coast** – Angra dos Reis, RJ, BRAZIL – Klacon Engenharia S.A. – 195 boats;
- **Marina do Condomínio Pier 88** - Angra dos Reis, RJ, BRAZIL – Pier 88 - 80 boats;
- **Marina Ilhabella** – Ilhabella, SP, Brazil, 250 boats
- **Marina do Pier Mauá** - Rio de Janeiro, RJ, BRAZIL - Engepasa / IESA - 300 boats;
- **Marina do Tanguá** – Angra dos Reis, RJ, BRAZIL - AC Lobato Engenharia S.A. - 45 boats;
- **Marina Muriqui** – Muriqui, RJ, BRAZIL – FSC Engenharia Ltda. – 150 boats;
- **Marina de Arraial do Cabo** - RJ, BRAZIL - Prefeitura Municipal de Arraial do Cabo - 200 boats;
- **Marina do Condomínio Laranjeiras** - Paraty, RJ, BRAZIL - 86 boats;

- **Marina Porto Conde** – Ubatuba, SP, BRAZIL – Acisa Empreendimentos Imobiliários S.A. – 30 boats;
- **Marina dos Reis** – Angra dos Reis, RJ, BRAZIL – Klacon Engenharia S.A. – 30 boats;
- **Marina do Condomínio Ponta do Camorim** – Angra dos Reis, RJ, BRAZIL – Bandeira de Mello Engenharia S.A. – 21 boats;
- **Marina do Iate Clube Barra do Una** – São Sebastião, SP, BRAZIL – 250 boats;
- **Marina Clube dos Saveiros** – Salvador, BA, BRAZIL – 200 boats;
- **Marina Enseada dos Girassóis** – Angra dos Reis, RJ, BRAZIL – Italco Construções Ltda.- 800 boats;
- **Marina da Ilha** – Rio de Janeiro, RJ, BRAZIL – 350 boats;
- **Marina da Barra** – Florianópolis, SC – Grupo Portobello – 150 boats;
- **Marina Condomínio Sítio Bom** – Mangaratiba, RJ, BRAZIL – Erevan Engenharia Ltda. – 80 boats;
- **Marina Drumond** – Angra dos Reis, RJ, BRAZIL – 80 boats;
- **Marina do Clube Costa Brava** – Rio de Janeiro, RJ, BRAZIL – 300 boats;
- **Marina São Francisco do Sul** – São Francisco do Sul, SC, BRAZIL – Museu do Mar/Costão do Santinho Empreendimentos S.A. – 286 boats;
- **Marina do Condomínio Ponta da Figueira** – Angra dos Reis, RJ, BRAZIL – Seimob Seiplan Engenharia Ltda.- 36 boats;
- **Marina Porto Timoneiro** – Ubatuba, SP, BRAZIL – Marina Timoneiro Ltda. – 200 boats;
- **Marina de Muriqui** – Mangaratiba, RJ, BRAZIL – EBTE Engenharia Ltda. – 60 boats;
- **Marina do Iate Clube do Rio de Janeiro** – Rio de Janeiro, RJ, BRAZIL – 530 boats;
- **Porto Paraty Yacht Club** – Paraty, RJ, BRAZIL – 400 boats;
- **Iate Clube Angra dos Reis – ICAR** – Angra dos Reis, RJ, BRAZIL – 400 boats;
- **Iate Clube da Bahia** – Salvador, BA, BRAZIL – 250 boats;
- **Jurujuba Iate Clube** – Niterói, RJ, BRAZIL – 120 boats;
- **Iate Clube do Espírito Santo** – Vitória, ES, BRAZIL – 150 boats;
- **Iate Clube de Búzios** – Búzios, RJ, BRAZIL – 170 boats;
- **Piers da Moringa do Frade** – Angra dos Reis, RJ, BRAZIL;
- **Piers do Laranjal do Frade** – Angra dos Reis, RJ, BRAZIL;
- **Pier para o Porto de Trombetas** – Trombetas, PA, BRAZIL;
- **Piers do Hobby Club** – Feira de Santana, BA, BRAZIL;
- **Piers do Jardim Clube da Barra** – Rio de Janeiro, RJ, BRAZIL;
- **Piers do Condomínio Portões da Barra** – Rio de Janeiro, RJ, BRAZIL;
- **Piers do Clube da Petrobrás** – Rio de Janeiro, RJ, BRAZIL;
- **Piers do Interlagos Marina Clube** – São Paulo, SP, BRAZIL;
- **Piers do Hotel Marambá** – Fortaleza, CE, BRAZIL;
- **Piers da Lagoa Rodrigo de Freitas** – Rio de Janeiro, RJ, BRAZIL;
- **Technical and Economical Viability Study** for the marina Ponta da Galheta – Ubatuba, SP;
- **Technical and Economical Viability Study** for the 11 Marinas of “Escalera Náutica del Mar de Cortes”, MEXICO for FOA and FONATUR;
- **Technical and Economical Viability Study** for the Marina Meliá Angra – Angra dos Reis, RJ;
- **Technical and Economical Viability Study** for the Marina Tedesco – Balneário de Camboriú, SC;
- **Technical and Economical Viability Study** for the Marina Refúgio Del Rey – Penha, SC;
- **Technical and Economical Viability Study** for the Marina São Francisco do Sul – São Francisco do Sul, SC;
- **Technical and Economical Viability Study** for the Marina Pública de Vitória- CDV – Vitória, ES
- **Technical and Economical Viability Study** for the Marina Pública de Camboriú – Balneário de Camboriú, SC;

Rio de Janeiro, Brazil, Feb 22th, 2012



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**BLUEWater Design Group**

**CAA Planning**  
65 Enterprise, Suite 130  
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**Subj:** MARINA del REY – Landside Dry Stack Boat Storage Capacity

Dear Ms. Shawna Schaffner,

This letter has been prepared at your request to estimate the number of boats that could be accommodated within a drystack boat storage building with the following dimensions and specifications:

- Total rack height: 42 feet,
- Building length: 280 feet,
- Building width: 182 feet,
- Maximum building height: 52 feet,
- Two forklift access aisles, each 70 feet wide, 182 feet long,
- Four boat storage rows, two with 30-foot deep bays and two at 40-feet, each row with six 30-foot wide bays,
- Accommodates a mix of boats from approximately 18 - to 40 - feet in length.

Overall Summary

Based on the analysis described below, it can be estimated that a building with the specifications above could accommodate between 252 and 288 boats.

Analysis

For this analysis, it is assumed that the four boat storage rows are parallel to the 182-foot length of the building, each row has six 30-foot wide bays. The other direction has a 40-foot deep storage bay, a 70-foot aisle, two 30-foot storage bays, a 70-foot aisle and a 40-foot storage bay.

In general, these stack boat storage systems are built with the ability to adjust the heights of the racks within each bay to accommodate the actual demand for the numbers and type of boats that will actually occupy the spaces. For planning purposes, please consider the following:

*Planning and Engineering Services  
For Marinas and Waterfront Resorts*

November 2, 2011  
Page 2 of 2

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For the 40-foot long by 30-foot wide storage bays, the general configuration would be four racks with varying clearance. The lower level would be 15-feet high, second level at 10-feet, third level at 9-feet leaving 8-feet for the fourth level. The first and second level would store two boats each at a vessel length up to 40-feet. The third and fourth level could store three vessels each from 20 to 30 feet in length. This results in 10 vessels being stored in each of the 12 forty foot bays for a total of 120 vessels.

For the 30-foot long by 30-foot wide storage bays, the general configuration might be five racks with varying clearance. The lower level would be 12-feet high, second level at 8-feet, third level at 9-feet leaving 7-feet for the fourth and fifth levels. The first and second level would store two boats each at a vessel length up to 30-feet. The third, fourth and fifth levels could store three vessels each from 20 to 30 feet in length. This results in 14 vessels being stored in each of the 12 thirty foot bays for a total of 168 vessels.

However, this would represent a very large number of small and low profile vessels. A more realistic approach would be to consider a four level configuration similar to the 40-foot bays that would store two vessels on the first row and three vessels on the three above, resulting in 11 vessels per bay. This results in 132 vessels stored in the 30-foot bays.

Therefore, with 120 vessels in the 40-foot bays and 168 in the 30-foot bays, 288 vessels are stored. With 120 vessels in the 40-foot bays and 132 in the 30-foot bays, 252 vessels are stored. These are planning level estimates with nominal tolerances for structural members of the building and rack systems.

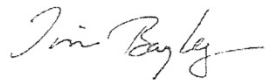
#### Discussion

A significant factor in the design of such structures is to provide the flexibility to accommodate berths that are tall enough to accommodate the height of the vessel superstructures that are common to ocean-going power boats. Also to provide sufficient maneuvering room for the forklift is available to place and retrieve these boats.

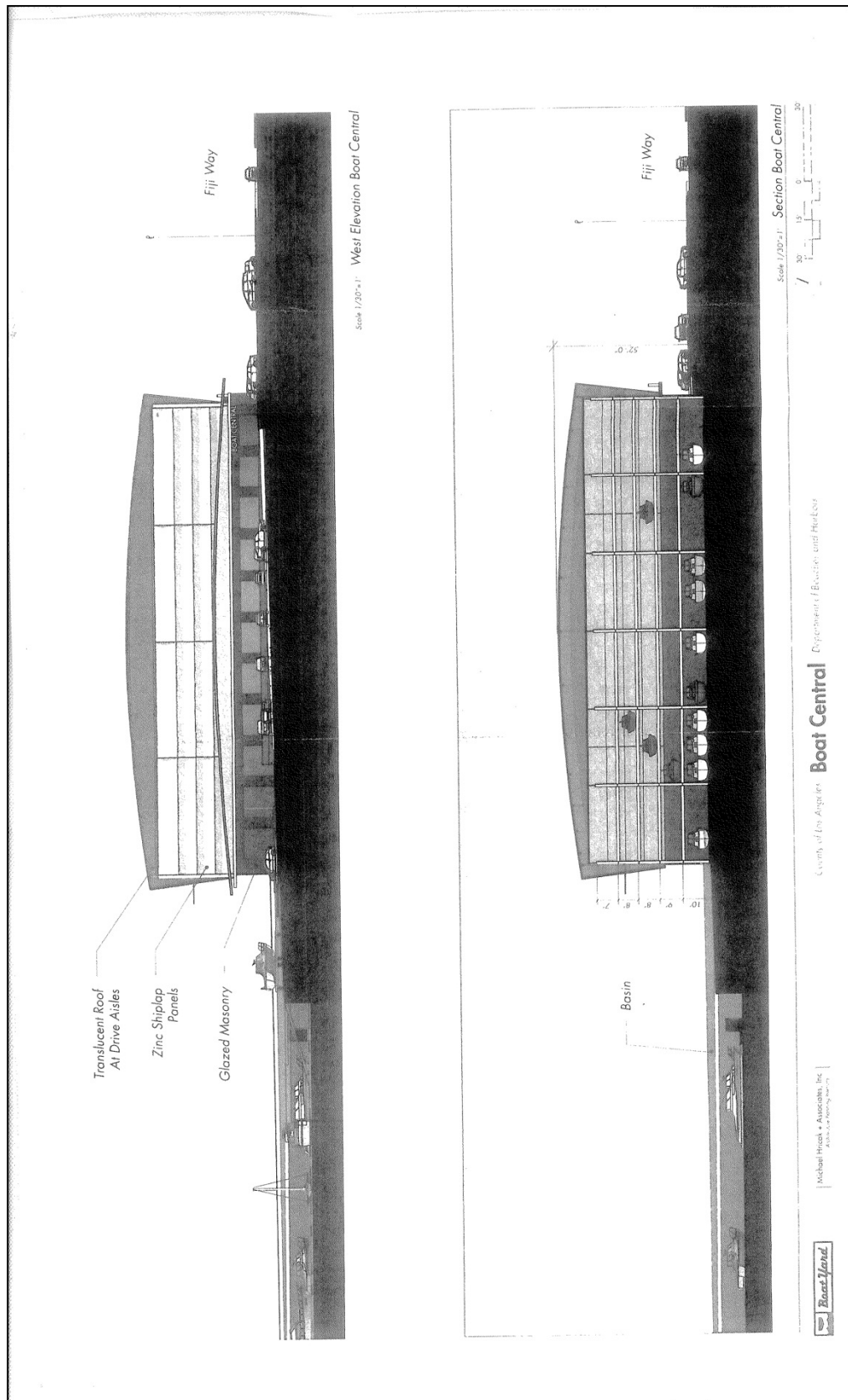
As this is a new technology for the Marina del Rey area, it is difficult to accurately determine the actual demand for these storage option. It is certain that there is significant demand for the various fishing boats, but the actual demand for a large number of 18 to 22 foot vessels is difficult to assess. Therefore the need for flexibility in the rack configuration.

I believe this analysis proposes a realistic scheme that would accommodate the widest variety of the power boats found in Marina del Rey. Let me know if you have any questions regarding this assessment.

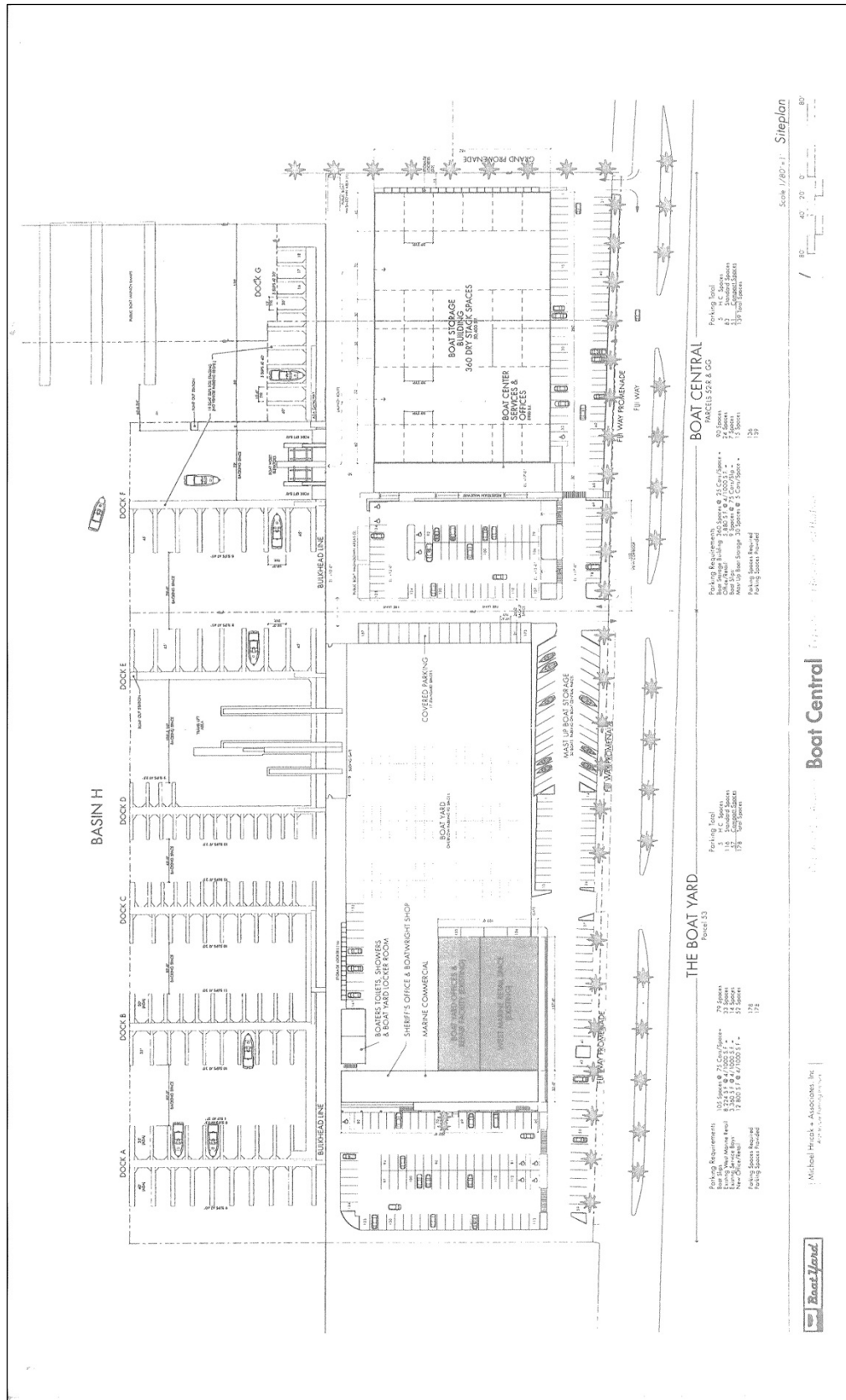
Best Regards,  
BLUEWater Design Group



Tim Bazley, P.E.  
Senior Engineer







**Comment Letter N**  
**Marina del Rey Lessees Association**  
**March 1, 2012**

**Marina del Rey  
Lessees Association**

C/o Mr. Timothy C. Riley, Executive Director  
8537 Wakefield Avenue  
Panorama City, CA 91402  
Telephone: 818-891-0495; FAX: 818-891-1056

March 1, 2012

Attn: Anita Gutierrez  
Department of Regional Planning  
Special Projects Section, Room 1362  
320 West Temple Street  
Los Angeles, CA 90012

**RE: Draft EIR – Boat Central Project**  
**County Project No. R2008-02340-(4)**

Dear Ms. Gutierrez:

The Marina del Rey Lessees Association has reviewed the Draft Environmental Impact Report (DEIR) for the Boat Central Project prepared for the County of Los Angeles, acting as the Lead Agency under the California Environmental Quality Act (CEQA).

First and foremost, the Association wants to make it clear that the Association has long supported the concept of dry stack storage in Marina del Rey. The provision of dry stack storage is an essential component of the effort to make available a variety of boating anchorage/storage options in Marina del Rey. We laud its potential environmental benefits. It complements reconfiguration of the “second generation” redevelopment of the aging 1960s-built anchorages. It can provide interested boaters with greater convenience in the care and maintenance of their boats. Dry stack storage is an essential component of the mix of alternatives critical to the future appeal of Marina del Rey.

The County has filed a “Notice of Completion” of the above-referenced DEIR, and the Association submits the following comments to point out areas where omissions of certain important facts which we believe may give rise to “substantial issues” that could be viewed as deficiencies that should be properly addressed before final environmental documentation.

**Chapter 3 - Project History and Background**

A cursory overview of the project’s history is located in Chapter 3. This chapter acknowledges that the County conducted an RFP process in 2003 and 2005 for the

N-1

N-2

**Response to  
Comment Letter N  
Marina del Rey Lessees Association  
March 1, 2012**

- N-1 The County acknowledges receipt of a letter dated March 1, 2012 from the Marina del Rey Lessees Association and its support of the addition of a dry stack storage facility in the Marina.
- N-2 The commenter correctly re-states the project background from 2003 through the February 19, 2009 public scoping meeting prior to preparation of the DEIR.

● Page 2

March 1, 2012

development of a dry stack storage structure at Parcels 52 and GG. The chronology explains that three developers responded with proposals in 2003 and two developers responded with proposals in 2005, after which the Applicant was selected. It is noted that several hearings were held on the RFP between 2003 and 2005. An accompanying chart indicates the milestones for approvals of the RFP, the selection of the developer, the option approval, and the draft of the lease agreement, culminating in an option extension on November 20, 2008. Additionally, the history of the Draft EIR's preparation reports that a scoping meeting was held on February 19, 2009.

N-2  
cont'd

A possible serious omission from the Draft EIR to the chain of regulatory and proprietary actions for this project is the lack of mention of the role of the Marina del Rey Design Control Board (DCB) in the project's history and background. In fact, the Design Control Board's role is noted only once, in Chapter 5 – Environmental Setting, Impacts and Mitigation Measures, under the section for "Land Use and Planning." On Page 5-213, the County's review process acknowledges that the project had been reviewed by the DCB. The entire discussion of the DCB's role is thusly addressed: "The DCB functions as an advisory committee for any new design development or existing design modifications within unincorporated Marina del Rey. The project was reviewed by the DCB on May 31, 2007. The DCB recommended disapproval for the following reasons: 1) the proposed project extends over the water, and 2) the project will provide no public promenade along the waterfront. However, since DCB review is advisory in nature, the County retains approval authority."

N-3

In 2009, the Board of Supervisors approved a change in the DCB's initial function to review projects proposed in Marina del Rey. The relevant Section of the County's Zoning Ordinance, 22.46.1110 D states the following:

D. Design Control Board. The design control board, appointed by the board of supervisors, shall review all new development proposals, including renovations, for consistency with the Specifications and Minimum Standards of Architectural Treatment and Construction, as amended on October 17, 1989; the Statement of Aims and Policies, dated February 17, 1987; and the Revised Permanent Sign Controls and Regulations, dated September 1971, found in Appendix C of the certified LIP.

1. The design control board shall conduct a conceptual review of all new development proposals, including renovations, concurrently with the coastal development permit process. The conceptual review shall analyze the architectural design (i.e., building and façade design) and site planning of the proposed development. Any recommendations, including a written report and/or marked plans, to illustrate its conclusions relating to the project's architectural design (i.e., building and façade design) and site planning shall be submitted by the design control board to the regional planning commission or hearing officer within 120 days of the filing of a coastal development permit application.
2. Following the regional planning commission's or hearing officer's action on coastal development permits, the design control board will have final review of architectural design (i.e., building and façade design, materials, colors), landscaping, and signs based on the site plan approved by the regional planning commission or hearing officer. (Ord. 2009-0004 § 3, 2009; Ord. 95-0042 § 1 (part), 1995; Ord. 90-0158 § 1 (part), 1990.)



- N-3 In response to the commenter's request for a more detailed presentation related to the Design Control Board's (DCB) review of the project, the County has prepared Topical Response #3 to which the commenter is referred. As the commenter correctly notes, the timing of DCB design review was modified in 2009 by action of the Board of Supervisors and now occurs concurrently with that of the Regional Planning Commission or Hearing Officer. The DCB functions in an advisory capacity with no land use approval authority. The DCB has review discretion over landscaping, color, signage and related design elements. The DEIR remains adequate and complete and no revision is necessary.

● Page 3

March 1, 2012

Prior to 2009, such as in 2007 when the Boat Central Project was considered by the DCB, the DCB reviewed all development proposals before they were transmitted to the Department of Regional Planning. Now, the DCB's conceptual review is conducted simultaneously with that of the Department of Regional Planning. Nevertheless, the Design Control Board retains the final review of architectural design, landscaping and signs based on the site plan approved by the Regional Planning Commission or Hearing Officer. Therefore, while the DCB may be advisory in nature, it does retain approval authority over final design.

N-3  
cont'd

When the DCB reviewed the plans for the proposed project in 2007, the governing document affecting their decision-making process was contained in the Marina del Rey Land Use Plan, certified by the California Coastal Commission on February 8, 1996. Chapter 8 – Land Use Plan of the 1996 LUP, under the heading of "Land Development Entitlement Procedures," noted that the Design Control Board, "appointed by the Board of Supervisors, shall review all new development proposals, including renovations, for consistency with the Manual for Specifications and Minimum Standards for Architectural Treatment and Construction and the certified LCP, including the identity and accessibility of the Marina as a public boating and recreational facility, and shall recommend such modifications to the design as they deem appropriate. Such review shall be completed prior to any application for development being submitted to the Department of Regional Planning for case processing."

N-4

Chapter 9 – Coastal Visual Resources of the 1996 LUP explained the authority of the Design Control Board thusly: "Signing, building design, site planning and façade design in the existing Marina shall continue to be controlled by the Marina del Rey Design Control Board. The Design Control Board shall review all new development proposals, including renovations, for consistency with the policies and objectives of this LCP and shall recommend such modifications to the design as they deem necessary. Such review and a report of the Board's deliberations shall be completed prior to any application for development being submitted to the Department of Regional Planning for case processing."

Given that the DCB properly exercised its authority to review the design of the Boat Central Project in 2007 prior to the application for development being submitted to the Department of Regional Planning, the history of the Boat Central Project's design review could possibly be considered to be an essential component of the Draft EIR.

Therefore, we submit the following history of the DCB review of the Boat Central Project for inclusion into the Draft EIR. The omission of this regulatory history might be interpreted in subsequent legal action as a "substantial issue," and therefore as a serious deficiency of the Draft EIR.

- N-4 The commenter is again referred to Topical Response #3, which explains that the two reasons on which the DCB based its denial of the project have been fully discussed and addressed in the DEIR. The over-the-water component of the project was analyzed from an aesthetics impact under CEQA in Section 5.1 of the DEIR and it was determined that the project would have a significant, unavoidable impact due to building height and massing. Since no building currently exists on the site, any structure would present an aesthetic impact to existing conditions. The DEIR also notes on page 4-12 (Section 4.3 - Project Description) that the over the water design is not unique to the Marina.

Section 8 of the DEIR, Growth-Inducing Impacts, analyzed potential growth-inducing impacts that could result with the implementation of the project as proposed. Discussion included the potentially precedent setting extension of the dry stack structure 97 feet over the bulkhead and the water into Basin H. While there are no structures in the marina similarly designed and sized, there are several structures that extend over the bulkhead. Such over-the-water structures are described on page 8-2 of the DEIR. The analysis determined that the proposed project may result in growth inducing impacts as they pertain to the scale of the over-water component of the project.

With respect to the DCB's second reason for denial, that the project precludes a waterfront promenade, the Marina del Rey Land Use Plan clearly states that while access to the waterfront is a goal, it must be balanced with public safety. Industrial operations such as the repair and maintenance facilities west of the project site and the crane operations of the proposed project require that the public be protected from close proximity to these uses. This information is detailed on page 5-203 of the DEIR. Nothing in the DCB project review history changes or adds to the analysis presented in the DEIR and, therefore, the information related to the DCB action remains adequate and no revision of the DEIR is required.

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March 1, 2012

**History of Design Control Board Review of Proposed Project**

As part of the discretionary review process, the Marina del Rey Design Control Board (DCB), held public hearings on the proposed Boat Central Project on Parcels 52 and GG at its meetings of March 15, 2007, May 31, 2007 and July 19, 2007.

At the meeting of March 15, 2007, the DCB considered the Boat Central Project for the first time, including a project overview by Department of Beaches and Harbors staff and a PowerPoint presentation from the Applicant's architect. After discussion by the Board members and numerous public comments, the DCB moved to continue the item, DCB #07-005, to an evening meeting of the Applicant's choice.

The DCB scheduled a special meeting on the evening of May 31, 2007 for further consideration of the Boat Central redevelopment project, which included more Board member comments and public comments. The minutes of the May 31, 2007 DCB meeting indicate that Chair Ms. Susan Cloke (seconded by DCB member Peter Phinney) moved for disapproval of DCB #07-005 for the following reasons:

1. *The primary reason for disapproval is that the building extends out into the water;*
2. *The secondary reason for disapproval is that there is no public promenade at the water's edge. [Unanimous consent]*

The minutes of the May 31, 2007 DCB meeting also include an attachment of the verbatim comments made by the attending Board members about the Boat Central Project. The concerns of the DCB members are extensive and should have been considered during the environmental review process. The DCB members unanimously opposed the Boat Central Project.

The agenda of the June 28, 2007 DCB meeting proposed the adoption of Design Control Board Review (DCB #07-005) to ratify the action taken on May 31, 2007 to disapprove the conceptual approval of the Boat Central redevelopment project. Chair Ms. Cloke moved that the DCB review be put on the July 19, 2007 agenda for further discussion.

On July 19, 2007, the DCB affirmed its unanimous disapproval of the Boat Central Project. The minutes of the July 19, 2007 DCB meeting report the following action being taken:

*Mr. Phinney (Abelar) moved that the Design Control Board reconsiders its action of May 31, 2007 DCB #07-005 consideration of Boat Central Parcel 55 (sic) & GG. [Unanimous consent]*

*Mr. Phinney (Abelar) moved for disapproval of DCB #07-005 for the following reasons:*

N-5

- N-5 The County appreciates the detailed presentation of the agenda, minutes and actions of the DCB. Please refer to Topical Response #3 as well as response to Comment N-3 and response to Comment N-4 above regarding the scope of the DCB's authority to review the project.

● Page 5

March 1, 2012

1. *The project is proposed to extend out over the water 97 feet. The Design Control Board has never allowed any project to build over the water and believes it has the responsibility to preserve for the public the waters of the Marina for active boating and recreation, the visual access to the water, and the marine environment.*
2. *The design of the project precludes a waterfront public promenade, thus putting it in conflict with the requirements of all other waterfront projects in the Marina.*

N-5  
cont'd

*The Design Control Board directed that its verbatim comments on the Boat Central Project from the May 31, 2007 meeting be attached to the Board Review transmitted to the Regional Planning Department.*

*The Design Control Board requests the Regional Planning Commission either deny the application or remand the application back to the Design Control Board.*

*Mr. Phinney (Abelar) moved that the Design Control Board give the written language for the action to staff with attachments and the Design Control Board vote to approve that language as submitted. [Unanimous consent]*

As evident from the record of public testimony and motions approved by the DCB, the lack of a full account of the history of Boat Central's approval process at the DCB has the potential to provide an argument that the Draft EIR's cursory mention of the DCB action on Page 5-213 could be viewed as a glaring deficiency in a legal review of the project's Coastal Development Permit award process. In fact, the Draft EIR fails to note the DCB's multiple reviews and does not provide the language of the reasons for the final disapproval of the motion passed unanimously on July 19, 2007. Clearly, by the motion approved on July 19, 2007, the DCB also requested that the extensive comments and concerns expressed by the individual Board members be included in the transmittal of its official action to the Department of Regional Planning. As such, it is possible that these concerns should have been more fully addressed in the Draft EIR.

#### **Chapter 4 – Project Description**

The Draft EIR's description of the project location and the existing conditions does not provide the complete picture of the scale of visitor-serving activities that currently make Parcel 52 a destination for a wide variety of visitor-serving purposes. As a result, planning and policy-makers may not be fully cognizant of the important visitor-serving role played by Parcel 52 at present. This matter, too, could be viewed as a "substantial issue" and significant deficiency of the Draft EIR in a possible future legal review.

N-6

- N-6 Please refer to Topical Response #1 for details relating to charter boat use of Dock 52 and the temporary public parking lot. Please also refer to responses to Comments K-1 and K-2. Since Parcel 52 uses will be accommodated elsewhere within the Marina, and all CEQA checklist topical areas for impacts have been analyzed in the DEIR with no significant impacts identified, there is no substantial issue related to visitor-serving uses.

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The Draft EIR's description of the project location in Section 4.1 ("Project Location") recognizes in the most general terms that Marina del Rey is "home to approximately 5,000 pleasure boats and a variety of land uses, including hotels, restaurants, office and commercial centers, residential uses and public parks, beaches, and bike paths." Activities that occur on neighboring parcels are described in brief detail, but there is no mention of the activities that occur now at Parcels 52 and GG, both of which at time of the preparation of the environmental documentation for the Boat Central Project were designated in the 1996 certified Marina del Rey Land Use Plan as "Public Facilities" for land use, with "Water" and "Public Facility" as the principal permitted uses for these parcels. Parcel 52, in particular, draws more visitors than just local residents wanting to park free in order to access the South Bay Bike Trail or customers accessing the charter and fishing boat activities.

N-7

Section 4.2 ("Existing Conditions") describes the parking at Parcel 52 as being "primarily utilized for charter fishing tours, dinner cruises, and other cruises. Motor homes and vans also utilize the parking on a transient basis." Parcel 52, consistent with the Marina del Rey LCP at the time the Draft EIR was being prepared, was designated a "public facility," which attracted many visitors to enjoy the recreational opportunities offered by the proximity to water, bike trails and commercial activities. More than 60,000 to 70,000 persons are estimated to use Parcel 52 on an annual basis, and the lack of mention of the sizable number of users could be viewed as a significant deficiency of the Draft EIR.

N-8

The Final Draft of the "Right-Sizing Parking Study for the Public Parking Lots in Marina del Rey, California," dated June 2010 and prepared by Raju Associates Inc., studied the public parking needs within Marina del Rey. The Raju study indicates that the public parking at Parcel 52, referenced as Dock 52 in its report, was included in the Fiji Way Activity area, one of the five activity areas that comprise all 13 public parking lots. The Fiji Way Activity area also includes Lot 1 for Parcel W, the parking area that serves Fisherman's Village. In the Executive Summary, the Raju study notes that the Fiji Way Activity area parking lots "also accommodate parking demands associated with commercial and other uses adjacent to them. The public parking demand component only has been reflected in the numbers above [referring to the current peak parking demand occupancies on peak holiday weekdays and weekend day varying between 10% and 21% at the Fiji Way Activity area]. If the overall parking demand at the lots that serve the Fiji Way activity area (including the commercial and other uses demand) is examined, then a 67% occupancy during peak weekdays and 92% during peak holiday weekends are observed. All other activity areas other than the Fiji Way activity area have parking occupancies of less than 43% and 68% on peak holiday weekdays and weekend days, respectively." Plainly, as examined in this study, the overall parking demand at Parcel 52, as a part of the Fiji Way Activity area, demonstrates extensive use by many visitors who use the Parcel 52 parking lot to access a variety of recreational, commercial and water-oriented activities.

N-9



- N-7 Contrary to the commenter's assertion, the DEIR does indeed discuss the activities that occur on Parcels 52 and GG. Commenter is referred to Section 4.2, Existing Conditions, which provides a physical description of the site and discusses the current uses. Exhibits 4.2-1 through 4.2-4 show photographs of the site and the surroundings. Section 4.3, Project Description, details the required approvals and permits in order to construct the project components and also discusses the November 3, 2011 Coastal Commission action changing the land use category to allow the proposed uses. Please also refer to Topical Response #1 which details the charter boat activity that occurs at Dock 52.
- N-8 As discussed in Section 5.11, Transportation and Traffic, in the DEIR (page 5-285), the 1996 Local Coastal Program described Parcel 52 as a "temporary lot" to be converted to County office facilities. Parcel 52 was never intended to serve as a permanent public parking lot. Commenter provides no evidence to support the estimated annual usage numbers noted in the comment. Please refer to Topical Response #1 and response to Comment L-2.
- N-9 Section 5.11 - Transportation and Traffic - analyzes Parcel 52/GG parking use based on a study prepared by Hirsch/Green Transportation Consulting, Inc. dated July 30, 2007. The study found that site specific typical parking requirements for each identified category were:
- Public Parking - 63 vehicles
  - County Office - 17 vehicles
  - Dock 52 - 83 vehicles
  - Long-term/Overnight - 99

Further information can be found on pages 5-285 and 5-286 in the DEIR. The County Harbors Administration Office was relocated and only the Sheriff's Boatwright/Lifeguard facility will remain on the site. Information in the Right-Sizing Parking Study by Raju Associates to which the commenter refers was consistent with the findings in the Hirsch/Green study. Please refer to Topical Response #1 which demonstrates that existing parking can be accommodated elsewhere in the Marina. The commenter provides no supporting data for the assertion that 60-70,000 visitors use Parcel 52 annually. The DEIR states (page 5-286) that replacement docking and parking will be made available prior to commencement of construction of the Boat Central dry stack storage project. Please see Topical Response #1 for additional detail regarding the proposed relocation of charter boat docking and public parking for charter boat passengers.

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The Right-Sizing Parking Study's "Existing Parking Conditions" chapter also observes that the parking lot at Dock 52 on Parcel 52 provides "parking to County offices, charter and fishing boat activities and the general public for recreational purposes," thereby acknowledging that Parcel 52 accommodates far more public use than for customers of charter and fishing boat activities. The public parking at Parcel 52 is widely known to be one of the busiest parking lots because of the numerous commercial and recreational activities available to visitors. Again, more than 60,000 to 70,000 persons are estimated to use Parcel 52 on an annual basis, and the lack of mention of the considerable number of visitors who enjoy all that the Marina has to offer for recreational enjoyment could also be viewed as a significant deficiency of the Draft EIR in a future legal review of the project's Coastal Development Permit award process.

N-9  
cont'd

### Chapter 5 – Environmental Setting, Impacts, and Mitigation Measures

Section 5.1.1 ("Existing Setting") describes the topography of the site, noting that the waterside portion of the site is located within Basin H of the marina. Due to the public launch ramp at Parcel 49, the wet slips at the Boatyard on Parcel 53 and the various charter and fishing boat activities, Basin H is the busiest basin in the entire Marina. This important fact is completely overlooked by the Draft EIR. Instead, the Draft EIR describes Basin H as the "first easterly basin within the marina." This section also notes that pedestrians and motorists traveling along Fiji Way generally have a clear view of the project site, but the "temporary public parking lot is used by cars, vans, and trucks, all of which contribute to view blockage of the water from Fiji Way." Even with vehicles parked in the lot on Parcel 52, foot and vehicle traffic along Fiji Way still have a view of boats on the water. The proposed Boat Central Project will be built to a height over 80 feet and extending up to 97 feet over the water, thereby impeding public view from Fiji Way to a greater extent than the existing setting.

N-10

Section 5.1.1 properly describes the proposed project being located "within the Marina del Rey Small Craft Harbor, which is a significant 'sea-oriented' recreational land use within the County of Los Angeles. The Harbor attracts boaters and non-boaters alike because of its abundance of visual resources and recreational opportunities." The Draft EIR continues to describe the immediate project vicinity as being characterized by "industrial development, including the public boat launch ramp and a public parking lot with dry boat storage adjacent to the site to the east and northeast." It is also noted that two boat repair facilities are immediately to the west. This characterization of Basin H ignores the appeal that it has for visitors who not only launch boats, but for those who enjoy viewing various boating activities. The existing parking lot at Parcel 52 offers the general public the recreational opportunity to enjoy the "sea-oriented" recreational land use that is so unique to the community of Marina del Rey.

N-10 CEQA requires that an EIR describe the physical setting from an environmental standpoint, hence the “Existing Setting” description in each Environmental Setting Section of the DEIR. With regard to the view of Basin H prior to and after project construction, the DEIR in Section 5.1, Aesthetics, provides an analysis of the site via view simulation exhibits throughout the Section. The conclusion of the analysis is that there will be an impact to existing views because no building currently exists on Parcel 52. The project will provide a 50% view corridor of Basin H, and a small view park, where the general public will continue to enjoy the waterside views. Views from Burton Chace Park of Basin H will be uninterrupted for the public’s viewing of activities within Basin H and the launch ramp.

The DEIR (Section 5.1 - Aesthetics) adequately portrays the existing setting from the vantage point of the visitor. The specific commercial and industrial uses are discussed, including the temporary parking lot on Parcel 52. The DEIR also notes, in several places, the value of Basin H as not only offering active recreational opportunities, but passive viewing opportunities. The Parcel 52 temporary parking lot was designated for future development and the proposed project is consistent with that intent. Prior to the Coastal Commission approval of an amendment to the Marina del Rey Local Coastal Program, the site was designated Public Facility (libraries, harbor administration, public utilities, police and fire facilities). The amendment changed the designation to “Boat Storage.” There was no intent for Parcel 52 to remain a public parking lot. However, the Boat Central project will continue to provide viewing opportunities with a 50% view corridor and view park. Please also refer to response M-11 for additional information.

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Section 5.11 ("Transportation and Traffic") cites a 2007 study by Hirsch/Green Transportation Consulting, Inc. for a site-specific analysis of the public parking lot at Parcel 52. The study categorized the parking lot users as "County Office," "Dock 52," and "Public" parking. The Draft EIR notes that the "public" parking component was observed to be used "primarily by bicyclists and others wishing to walk through or otherwise enjoy the marina." The study failed to quantify the number of these users, but it is estimated that 60,000 to 70,000 or more visitors use Parcel 52 annually to enjoy the recreational amenities offered by the Marina.

N-11

Removal of the public parking at Parcel 52 could be viewed as a significant impact that has not been fully recognized or evaluated in the Draft EIR. Instead, the Draft EIR says that the County is "exploring options for the interim replacement parking, which includes use of Parcel W." The feasibility of alternative public parking options is not fully considered in the Draft EIR. The Draft EIR dismisses the viability of the existing parking at Parcel 52 by claiming that its "principal attraction is that parking is currently free, unlike all other public parking lots in the marina." In the following sentence, the Draft EIR claims that Parcel 52 is "not adjacent or convenient to any public space or attraction (such as Fisherman's Village or Chace Park)." This assertion is incorrect; many users come to Parcel 52 to enjoy the proximity to water and other recreational opportunities. In addition, visitor-serving commercial areas, such as the Marina Waterside shopping area, are within easy walking distance. The Draft EIR should not infer, as it does, that the public use of the lot is limited to those prioritizing a no cost parking option over convenience or bikers seeking free long-term parking adjacent to the South Bay Bike Trail.

## Chapter 6 – Alternatives Analysis

In the introduction to Chapter 6, it is observed that CEQA and its associated case law "require that alternatives be evaluated that are capable of feasibly attaining most of the basic project objectives and offering substantial environmental advantages over the proposed project." To that end, the Draft EIR must consider project alternatives, which in the words of Section 6.4 are "intended to present a reasonable palette of alternatives for discussion and evaluation, and even perhaps suggest modifications or adjustments to alternatives that in themselves might be new."

N-12

The Draft EIR fails to consider project alternatives that are not hypothetical. In Section 6.6 ("Project Alternative 2 – Landside-Only"), it is noted that the analysis of the landside only alternative was "based in large part on a proposed plan designed and submitted in response to the County's 2005 Request for Proposals (RFP) for the project site." The Draft EIR claims the design details from this RFP response have been included in this Alternative and form the basis for the analysis provided herein. Nevertheless, this proposed "landside-only" alternative has been generalized in terms of its design elements and is not fully and appropriately evaluated for its specific design.

- N-11 Please refer to Topical Response #1 for a discussion of the relocation of Dock 52 uses and the availability of parking at Dock 55 and Parcel 49M. The commenter has not provided any studies or evidence that 60,000-70,000 visitors use Parcel 52. However as noted in Topical Response #1, two studies have been completed detailing the adequacy of parking in the Marina for all types of uses and patrons.
- N-12 The commenter notes that CEQA requires the consideration of Alternatives to the proposed project. However, there is no basis to the commenter's claim that the DEIR fails to consider project alternatives that are not hypothetical since the comment is not substantiated with facts. Section 15126.6(f) of the CEQA Guidelines states:

“Rule of Reason. The range of alternatives required in an EIR is governed by a ‘rule of reason’ that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the Lead Agency determines could feasibly attain most of the basic objectives of the project.”

The DEIR, on page 6-5, discusses a landside only alternative that was considered but not advanced. The landside only project that was included as an alternative was based on the project utilizing Parcels 52 and GG, as identified in the RFP. CEQA does not require a myriad of similar type projects be analyzed as alternatives and, as noted above, the DEIR “need examine in detail only the ones that the Lead Agency determines could feasibly attain most the basic objectives of the project.” Inclusion of all landside only proposals submitted in 2003 and 2005 was determined to be unnecessary because a landside only alternative is included in the DEIR. The Alternatives analysis remains adequate under CEQA.

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Furthermore, the County's 2005 RFP was not the first one issued for the same project. The Department of Beaches and Harbors County issued an RFP for development of a dry stack structure on the site in 2003. As noted in Section 3 ("Project History and Background"), three developers submitted proposals for the original RFP in 2003. Two developers submitted proposals for the second RFP in 2005. Considering that the Applicant submitted one proposal for both RFPs, the three remaining RFP proposals were landside only projects that should have been considered in the Draft EIR's Project Alternative analysis for full and complete evaluation of landside only project alternatives. Failure to evaluate these actual "landside-only" RFP proposals submitted to the County in 2003 and 2005 may result in a possible legal determination of a finding of "substantial issue" for the Chapter 6 Alternative Analysis for Landside-Only.

N-12  
cont'd

Section 6.6 also evaluates the various environmental impacts for the Project Alternative 2 – Landside-Only project. Under the "Land Use and Relevant Planning" section, the assertion is made that, under the landside only alternative, there would be "no change in impacts to land use and relevant planning with this alternative." While this analysis rightly assumes that the use itself of dry stack storage will necessitate a landside amendment to the LCP Land Use Plan and the Implementation Plan, it ignores the far greater impact to land use planning that results from a project proposed to be built over the water, when no such project has ever been constructed in the waters of Marina del Rey. Even though the California Coastal Commission has approved the "pipeline projects" in the major amendment to the Marina del Rey LCP, finalized at its meeting of February 8, 2012, the Alternative Analysis recognized at the time of its drafting that while the amended LCP would eliminate the amendments contemplated originally by the project, there would nevertheless be "no change to the Water category, resulting in few amendments under this alternative (the landside only alternative)."

N-13

### Conclusion

The Marina del Rey Lessees Association is anxious to reiterate our enthusiastic support for the implementation of the provision of dry stack storage in Marina del Rey. We cannot emphasize enough our belief that the addition of a state-of-the-art dry stack storage is a vital component to the refurbishment and redevelopment of a 21<sup>st</sup> Century Marina del Rey.

N-14

Yet, the Association has also identified several important potential "substantial issues" where the Draft EIR for the Boat Central Project may be viewed as deficient in its required environmental analysis in a subsequent legal review of the project's approval process.

- N-13 As noted in Section 5.7, Land Use and Planning, in the DEIR (page 5-208), the project would include a change to the Water land use category in the LCP to allow boat storage facilities on the parcel's waterside. As stated, the amendment request would include adding "Dry stack storage attached to a landside structure" as a permitted use. Also included is a text amendment to allow dry stack storage facilities on the water-designated portion of a parcel at the heights allowed by the land use category on the land side of a parcel. The LCP amendment is now a part of the certified LCP and no project-related amendments are required.
- N-14 As explained above, there are no substantial issues related to the Boat Central project which have not been discussed and analyzed in the DEIR. With respect to the bullet point items, the County reiterates:
- Please refer to response N-12 above regarding the extent of Alternatives which a DEIR must include.
  - Please refer to response N-4 above and Topical Response #3 which discuss the role of the DCB and how the DEIR addresses the two stated reasons for the DCB denial of the project.
  - Please refer to responses N-7, N-8 and N-9 above and Topical Response #1 for a discussion of the parking on Parcel 52 and the County's plans for relocating both charter boat docking and parking to other parcels along Basin H.

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- The Alternatives Analysis section does not evaluate the "landside-only" alternatives that were considered by the County as the result of two RFP processes for a dry stack storage project at the subject site. At least three proposals for landside-only projects offered the County the opportunity for significant review of environmental impacts of the specific projects that were proposed.
- The history of the Marina del Rey Design Control Board's review and unanimous disapproval of the Boat Central Project is virtually ignored, dismissed inside one paragraph. The DCB's role, though now slightly diminished by a 2009 ordinance, was and remains fundamental to approval of a final design.
- Significant visitor-serving use of the public parking lot at Parcel 52 is overlooked and is instead dismissed as nothing more than a no cost parking option used mainly by bikers, when evidence suggests extensive use by a variety of members of the public and visitors seeking to enjoy many of the water-oriented amenities of the Marina currently made available at the Parcel 52 dock.

N-14  
cont'd

We appreciate the consideration by the Department of Regional Planning of the comments submitted by this letter.

Sincerely,



David O. Levine  
President

cc: Hon. Don Knabe, Supervisor, Fourth District  
Mr. Santos Kreimann, Director, Department of Beaches and Harbors



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**Comment Letter O****Marina Aquatic Center Junior Rowing****March 1, 2012****Marina Aquatic Center Junior Rowing**

UCLA Marina Aquatic Center  
14001 Fiji Way  
Marina del Rey, CA 90292

Phone: (310) 577-9756  
Fax: (310) 305-1587  
Email: zoey@ucla.edu

March 1, 2012

Attn: Anita Guttierrez  
Department of Regional Planning  
Special Projects Section, Room 1362  
320 West Temple St.  
Los Angeles, CA 90012

Dear Ms. Guttierrez,

I am writing with regard to the proposal to install dry stack boat storage at Parcel 52 in Marina del Rey. I am the head coach of Marina Aquatic Center Junior Rowing, a club rowing (or "crew") team for high school-aged athletes that operates out of the UCLA Marina Aquatic Center under the auspices of the UCLA Department of Cultural and Recreational Affairs. The program involves over 120 high school student-athletes from upwards of 20 Los Angeles area public and private high schools. Training takes place weekday evenings from 4:00-6:30 and Sunday mornings from 7:00-9:00. As you probably know, the parking available at the UCLA Aquatic Center is severely limited – we have access to 10 parking spaces for use by our athletes. We consequently rely heavily on the free parking available at Parcel 52 to handle the overflow. The kids park their cars at the lot and then walk or jog the roughly  $\frac{3}{4}$  of a mile to the boathouse. The elimination of available free parking at Parcel 52 without the creation of replacement parking somewhere else nearby would represent a significant detrimental impact on my program and our ability to provide this opportunity for these kids.

O-1

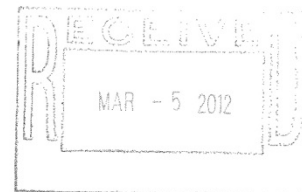
O-2

I simply wish to bring this matter to your attention and ask that you take it into consideration when determining all of the demands on the space along Fiji Way. I thank you for your time and hope that you will contact me if you have any questions or need clarification on our program or our use of the Marina.

O-3

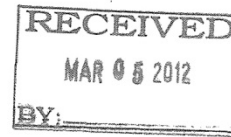
Best regards,

Zohar Abramovitz  
Head Coach



**Response to  
Comment Letter O  
Marina Aquatic Center Junior Rowing  
March 1, 2012**

- O-1 Receipt of a letter dated March 1, 2012 from the Marina Aquatic Center Junior Rowing is acknowledged. The County appreciates the statistical information presented regarding student involvement and the weekday and weekend times during which training occurs.
- O-2 Please refer to Topical Response #1 regarding the proposed parking areas that will replace the current parking on Parcel 52. As has been noted in the DEIR, page 4-5, the existing lot is a temporary use and was not intended to serve as permanent free parking. The Department of Beaches & Harbors manages 15 parking lots in the Marina. Parking in close proximity to the project site includes Fisherman's Village, Parcel 49R (Boat Launch Ramp), Parcels 49M, 77 and Chace Park (Mindanao Way) and Parcel UR (Admiralty Way).
- O-3 The County appreciates the comments presented and the commenter's willingness to provide additional information if needed.

**Comment Letter P**  
**Alston & Bird LLP**  
**March 2, 2012****ALSTON & BIRD LLP**333 South Hope Street, 16th Floor  
Los Angeles, CA 90071-1410213-576-1000  
Fax: 213-576-1100  
www.alston.com

Edward J. Casey

Direct Dial: 213-576-1005

Email: ed.casey@alston.com

March 2, 2012

*VIA HAND-DELIVERY*Anita Gutierrez  
Los Angeles County  
Department of Regional Planning  
320 West Temple Street  
Los Angeles, California 90012Re: COMMENTS TO DRAFT EIR  
BOAT CENTRAL  
PROJECT NO. R2008-02340

Dear Ms. Gutierrez:

This firm represents Westrec Marinas ("Westrec") in connection with comments to the above-referenced Draft EIR. For the reasons detailed in the enclosed letter from Westrec dated March 1, 2012, Westrec maintains that the subject Draft Environmental Impact Report ("DEIR") is legally flawed and inadequate. Given those flaws, the DEIR must be revised and recirculated in accordance with the mandatory requirements of the California Environmental Quality Act ("CEQA") and the State CEQA Guidelines. State CEQA Guideline 15088.5(a)(3) requires that a Draft EIR be recirculated for further public comment and review whenever "a feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen significant environmental impacts to the project, but the project's proponents decline to adopt it." Since the "Landside Only Alternative" is a feasible alternative to the proposed project that can meet most of (if not all) of the project objectives stated in Section 4.5 of the DEIR and that alternative would reduce or eliminate significant environmental impacts attributable to the proposed project, recirculation of the DEIR is mandatory after the County revises the DEIR to account for the inaccuracies detailed in the enclosed letter from Westrec.

P-1

**Response to  
Comment Letter P  
Alston & Bird LLP  
March 2, 2012**

- P-1 The County acknowledges receipt of a letter dated March 2, 2012 from Alston & Bird LLP on behalf of Westrec Marinas. Attachments to the letter included the correspondence from Westrec Marinas which is included in this Responses to Comments document as Comment Letter M. The commenter is referred to the responses to Letter M for information related to each comment by Westrec related to allegations that the DEIR is flawed and inadequate.

As detailed in responses to Letter M, the Landside Only Alternative in the DEIR as compared to the RFP Alternative is more responsive to the County RFP and is therefore the project on which the alternative was based. Information presented in the DEIR and the response to Letter M show that, contrary to the commenter and Westrec's assertions, the alternative proposed by Westrec does not significantly reduce environmental impacts compared to the DEIR Landside Only Alternative. The conclusions in the DEIR remain adequate and valid regarding the Landside Only Alternative.

Anita Gutierrez  
March 2, 2012  
Page 2

As stated in the enclosed letter, Westrec supports the construction of dry stack boat storage in Marina del Rey, and remains committed to working with the County to achieve that objective. However, the best way to achieve that objective is to revise the DEIR to accurately analyze the Landside Only Alternative and consider the proposed project in light of that revised analysis.

P-2

Very truly yours,



Edward J. Casey

EJC/ysr

Enclosures

LEGAL02/33151449v1

P-2 The County appreciates Westrec Marina's support of a dry stack storage facility in Marina del Rey. As noted above, the conclusions in the DEIR remain adequate and valid regarding the analysis of the Landside Alternative and no revision or recirculation is required.

The enclosures attached to this letter included:

- Westrec Marinas letter dated March 1, 2012
- Alston & Bird LLP letter dated February 18, 2009
- Squalo letter dated March 1, 2012
- Bluewater Design Group letter dated November 2, 2011

These are also provided as Letter M and included in their entirety. They are not reproduced because they already appear herein, along with detailed responses.

**Comment Letter Q****Nancy Vernon Marino****March 6, 2012 (Late Comment)**

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**Subject:** FW: Boat Central DEIR

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**From:** Nancy Marino [mailto:nancy@wearemdr.com]  
**Sent:** Tuesday, March 06, 2012 8:53 AM  
**To:** Gutierrez, Anita  
**Cc:** Tripp, Michael  
**Subject:** Boat Central DEIR

Re: **Boat Central DEIR**

Dear Ms. Gutierrez:

Following are my comments on the Boat Central Draft Environmental Impact Report (DEIR). I have added references to the DEIR or Appendices .pdf page numbers for those sections or documents for which I have questions, or which contain errors or omissions, to assist your department in addressing the deficiencies enumerated below.

Q-1

The 1,535 pages of this report and appendices are absurdly long on boilerplate and contain almost no supporting data or analysis of the specific impacts that Boat Central will have on other recreational uses in the vicinity, or on the overall boating context in which it is being proposed. The result is a project that may seriously impair the recreational uses that it purports to enhance, and perhaps even undermine the primary purpose of the Marina, recreational boating.

A comprehensive overhaul of this DEIR is needed to address the specific impacts.

Please address the following questions, omissions, and other deficiencies:

Q-2

1) **Recreational uses:** there is no meaningful discussion about the outright destruction, contrary to Coastal Act §30213, of existing lower-cost recreational uses on Parcels 52 and GG, or of the proposed project's negative impacts on the existing and anticipated lower-cost recreational facilities on the adjacent parcels, namely:

- staging area for bicycling and hiking
- fishing boat excursions
- charter harbor cruises and other cruises
- small, trailered boats launching and docking at the adjacent public launch ramp
- kayaking, rowing, dinghy sailing; and the various county boating programs anticipated for the dock redevelopment at Parcel 77 (Chace Park expansion)



**Response to  
Comment Letter Q  
Nancy Vernon Marino  
March 6, 2012 (Late Comment)**

Q-1 The County acknowledges receipt of an email from Nancy Vernon Marino dated March 6, 2012, which was past the close of the public review period for the DEIR. Regardless of the late receipt, the County provides the following responses to Ms. Marino's comments.

The DEIR, including appendices, is responsive and adequately addresses project impacts and alternatives pursuant to CEQA guidelines and the assertion that the DEIR is "long on boilerplate and contain almost no supporting data or analysis of the specific impacts" is inaccurate. CEQA §15120 through §15132 requires specific elements to be included in an EIR. In addition, a set format is used in writing an EIR so that each environmental setting section contains a similar structure for presenting the analysis. Technical studies can appear standardized and unfamiliar to the general public and, therefore, the DEIR text attempts to translate findings and conclusions into layman's terms. Contrary to the commenter's opinion, the DEIR has provided context to the existing setting of the marina and also provides an impact analysis in each environmental setting section (e.g., Aesthetics, Air Quality, Biology).

The commenter states that recreational boating may be impacted by the proposed project based on the assertion that the DEIR does not contain supporting data or analysis of specific impacts. No explanation or support for this contention is provided. The project is designed to enhance recreational boating in the marina. Section 5.10, Recreation, discusses the status of available boat slips and the facilities that support docking and storage.

Q-2 With respect to recreational uses, the County acknowledges use of the free parking on Parcel 52 by charter boat patrons as well as other members of the public, especially cyclists.

The commenter notes that the project will negatively impact existing and anticipated lower-cost recreational facilities on the adjacent parcels as follows:

- Staging area for bicycling and hiking – adequate parking areas exist within the marina for the staging of bicycling and hiking. The bike lane along Fiji Way will not be impacted by the project.
- Fishing boat excursions – as noted in the DEIR the current fishing boat docking would be relocated to Parcel 55 with no impact to existing services. However, subsequent discussions with charter fishing boat operators resulted in agreement to relocate operations to Parcel 77 as detailed in Topical Response #1.
- Charter harbor cruises and other cruises – as noted in the DEIR and detailed in Topical Response #1, the current charter yacht cruises will load and unload at Parcel 55 with no impact to existing services.

- Small, trailered boats launching and docking at the adjacent public launch ramp – the public launch ramp includes parking for patrons. No small boat launching occurs on the project site. Topical Response #2 details a safety and navigability study that shows there is adequate distance between the project operations and the public launch ramp. There will be no impact to launch ramp operations.
- Kayaking, rowing, dinghy sailing and various boating programs anticipated for redevelopment at Parcel 77 – Topical Response #2 provides information related to proposed development within Basin H, including projected vessel traffic volumes, level of service and safety/maneuverability issues. The proposed project, while increasing vessel volume, is not anticipated to negatively impact any future development or redevelopment plans. Analysis will be conducted on a case-by-case basis as projects are presented for approval to ensure that overall activities within Basin H are compatible and continue to provide for lower cost recreational facilities.

The commenter is referred to Topical Response #1 relative to the relocation of charter boat docking to Docks 55 and 77 and associated parking within Fisherman's Village and Parcel 49M. Recent studies noted in the DEIR (pages 5-285 and 5-286) show that adequate parking is provided in the Marina for the continuation of the noted activities. Use of the lot on Parcel 52 by cyclists or other visitors can be accommodated at a number of underutilized lots around the marina, such as those near Chace Park and at Yvonne B. Burke Park. In addition, the construction of a dry stack storage facility is a water dependent, priority recreational use that enhances the availability of boating opportunities for the general public, consistent with the Coastal Act goals and policies, as detailed on pages 5-193 through 5-199 in the Coastal Act Chapter 3 Consistency Analysis. Additional mitigation is not required because no impacts to charter boat docking and passenger parking or public parking will result. Therefore, the DEIR remains adequate and complete.

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\* Per Coastal Act §30213, these existing lower-cost and visitor-serving uses shall be protected, and should even be *expanded* to accommodate anticipated regional population growth and the concomitant demand for these popular uses. This Coastal Act policy does indicate a preference for developments providing public recreational opportunities, making the existing public use by thousands of active cyclists, hikers, fishermen and tourists a higher priority than the private use containing a minuscule "passive park" for a few people to cozy up to a 400' wall to admire other people's toys. The policy does not stipulate that existing uses must be protected unless the county wants to convert it to other, more lucrative private uses for a higher profit—regardless of the desirability for such alternative uses in the Marina in general. Therefore, if the existing recreational facilities (free parking, staging for fishing boats, harbor cruises and biking/hiking) are not retained onsite, there needs to be a project mitigation to replace them elsewhere in the Marina per Coastal Act §30234. An alternative location needs to be specified, considering that county policies and actions are hostile to these uses. It is completely feasible (if not as to continue to provide these free and lower-cost recreational opportunities, since the county yields over \$28 million in net profits a year from the Marina (\*2010 net profits to county general fund and beach operations subsidy, per DBH director Santos Kreimann),

Q-2  
cont'd

\* These existing uses do not require elaborate or expensive facilities, just an easily accessible and inexpensive (preferably free) staging area. Bicycle rental and repair facilities, and vending machines for water, ice, bait, etc. could be added to enhance county revenues from these recreational uses and attract even greater use of these facilities, which in turn would encourage more patronage of local restaurants and businesses.

Q-3

\* Free parking is part of this public recreational use, and should be stipulated for any replacement location for those who cannot afford to pay an extra \$5 to \$8 every time they want to go bike-riding or fishing.

Q-4

**2) Project Alternatives:** Parcel 52/GG was designated for department administration when Marina plans included expansion of the harbor into Area A and demolition of the existing headquarters building to create a channel into the new basin. DBH seems to have expanded to fill both sites, and another on Mindanao Way as well.

Q-5

\* How much total office space does the Dept. of Beaches & Harbors occupy on these and other prime waterfront parcels in MdR? Can their operations in these separate locations be consolidated, and archives personnel moved to offices on less valuable land? Can all or portions of these other DBH locations be used for smaller dry stack/mast-up capable operations that will not overcrowd a single basin and still allow for retention of the long side tie at 52/GG for charter operations? Can other parcels' permitted uses be "swapped out with one or more of the parcels on Basin H to achieve a better balance of uses and avoid congestion and overuse of one particular area to the detriment of the boating experience in MdR.

Q-6

\* There needs to be data and analysis of the recreational and recreational boating needs of LA County residents, of the existing facilities that serve those needs, and of the anticipated growth in these needs based on projected population growth and increased urbanization within the region.

Q-7

\* Data to support the project basis is not provided. Is the ratio of 345 speedboats to a combined 30 sailboats/fishing boats proportionate to the demand for dry storage of boats 35' and under? Should Parcel 77 be restored as a mast-up facility with a working hoist and do-it-yourself repair facility to encourage entry level boating and keep boat ownership affordable for those of modest means? Can

Q-8

- Q-3 As detailed on page 5-286 of the DEIR, at the time of the study, the bulk of parking lot usage on Parcel 52 was by long-term/overnight vehicles. Overnight parking is not an allowable use under the Local Coastal Program and this restriction is enforced by the County. Adequate parking is available throughout the marina for the other identified uses. Bicycle rental and repair and vending machines, while appropriate amenities for the marina, are not considered as part of the dry stack storage facility plan.
- Q-4 Please refer to responses to Comments L-2 and N-8. Parcel 52 is a “temporary lot” to be converted to County office facilities per the County’s 1996 Local Coastal Program.
- Q-5 The commenter does not raise a specific CEQA issue and, therefore, no response is provided.
- Q-6 As noted above, the dock 52 loading/unloading and charter boat parking uses will be relocated as outlined in Topical Response #1. The location and size of Department of Beaches & Harbors offices is not the subject of this DEIR and raises no environmental issue with respect to the proposed project.
- Q-7 In 2002, the California Department of Boating and Waterways published a Boating Facilities Needs Assessment that analyzed numbers of boats, marinas, dry storage and boating sizes and trends throughout the State and is available through the State website for the commenter’s information. The Assessment noted the trend towards larger boats and the need for additional in-water berths and dry stack storage facilities. The DEIR discussed the loss of wet slips in Marina del Rey (page 5-241) which has occurred over time and the need to provide more boat storage capacity. The analysis in the DEIR is adequate and complete with respect to the proposed project.
- Q-8 The DEIR has been prepared for a project-specific site using specific information contained in the County’s Request for Proposal. The commenter does not raise an environmental question or issue in the suggested analysis of alternative slip lengths and sizes. As noted on page 5-242 of the DEIR, a study by the Department of Boating & Waterways in 2002 found that most of the growth in boat ownership is expected to be in the 26’ and under size. However, only 8% of boats under 26’ are stored in water. The balance are stored on trailers. The dry stack structure is intended to accommodate boats up to 40’ in length, thereby providing a wide range of boat length spaces, to replace wet slips lost over time due to a variety of factors. The project adds boat storage capacity for boats in the 20’ to 40’ range. With respect to the issue of wet slips vs. dry stack storage, dry stack storage is a superior option from an environmental standpoint, particularly with the care and inspection of boats that will be provided at the Boat Central facility to avoid water quality impacts from leaks, paint and dock deterioration and is a considerably more efficient way to store boats.

dock replacements under the Master CDP be revisited to incorporate double-wide slips and pitchforking to accommodate more boats in the more convenient wet-slip class, at more affordable rates for those boaters who prefer that alternative? What would the slip size configuration be if slip reductions were applied proportionally to the baseline slip vacancy rates of the different size classes in the slip sizing study, instead of 100% of the reductions being in the 35' and under category? If the data supports such a strong demand for dry storage of so many speedboats in the Marina, why not repair the hoist on Parcel 77 and reopen the facility to provide weekend and holiday access to patrons, to accommodate this demand until the dry stack is built?

Q-8  
cont'd

\* The DEIR cites Coastal Act §30224 and lauds the project for "increasing the recreational boating slip count" by 345 dry stack and 30 mast-up spaces. Correction: these storage spaces are *berths*, not slips, by definition (slips are a subset of berths). And that only gives part of the truth.

Q-9

\*If the applicant is going to tout the total berth count increase including slips, then it must also account for the total berth and slip reductions being pursued concurrently: 201 mast-up spaces being eliminated on Parcel 77 and the 20+ mast-up storage spaces on Santa Monica Windjammer Yacht Club's Parcel 47, plus more than 800 slips 35' and under that are being removed. And potential additional reductions of mast-up storage on Parcel 44, with only possible dry-stack redevelopment. The public and the decision makers need to know the whole truth.

\* The crowding of this hi-volume small boating operation into this one small section of Basin H is pertinent as well. The net change in small boat capacity, including this project, is a 700+ reduction. For sailboats and high-profile fishing boats, the net loss is more than 1,000. The Coastal Act section establishes a policy for the increase of boating capacity, not for trading-down one subclass of boaters (35' and under) to an inferior quality of boating experience while impairing the safety and convenience of other small boaters nearby.

Q-10

3) **Boating safety:** This overarching concern is not addressed in context of the anticipated boating activity projected by the applicant.

Q-11

\* Exactly how will the applicant's anticipated 72 speedboats launching from Boat Central on popular days affect entry level boaters—and experienced sailors—getting underway from the Public Launch Ramp and Parcel 77 (which is being re-developed as public docking/launching facilities for very small, mostly non-motorized watercraft)?

\* Who will bear the liability and responsibility for accidents that will inevitably occur in or near this bottleneck on Basin H?

\* What impact will these issues have the safety, convenience and desirability of the public boating experience from the adjacent public boating facilities at the launch ramp and Chace Park? What mitigations should be imposed to enhance small boat access at other, safer locations in the Marina? (see alternative project suggestions above)

\* What safety measures need to be installed or provided by this applicant, whose patrons will be predominantly speedboats, to assure the safety of other boaters—particularly those in (or on) non-motorized craft—in the vicinity of this project?

- Q-9 Please refer to response to Comment Q-7 above. The DEIR recognizes the loss of boat slips throughout the Marina. The Boat Central dry stack storage facility will reduce the deficit in slips by providing storage for 345 boats and 28 trailers plus 30 open air mast-up storage spaces.
- Q-10 The commenter fails to cite any studies or provide any data that suggests the accuracy of the statements related to reduction in small boat capacity, safety and the quality of the boating experience. No specific Coastal Act section is provided for the reference to an increase in boating capacity being required.
- Q-11 Please see Topical Response #2 for a discussion regarding boating safety generally in Basin H. The project design avoids conflict with the public launch ramp operation, as described in Section 5.10 and shown in Exhibit 5.10-1, Launch Ramp Maneuverability Study. Boaters getting underway from even the southernmost finger of the launch ramp can safely maneuver away from the ramp and enter the basin channel without interference from/to the dry stack storage structure. As shown in Exhibit 5.10-1, Launch Ramp Maneuverability Study, boats launched from the Boat Central facility can easily and safely maneuver into the basin channel, while leaving most of Basin H open for other crafts. Regardless of the travel path chosen, the amount of open water area in the basin allows crafts traversing to and from the Boat Central facility and the launch ramp adequate space to permit the necessary vessel separation (a minimum of two to three boat lengths) for boats traveling at slow speeds. Further, should County plans go forward to add transient berthing space and storage for non-motorized personal water craft at Parcels EE and 77, trips to and from the Boat Central facility could be completed without encroaching on the northern portion of Basin H near Parcel 77.

The Basin H Vessel Traffic Study prepared by BLUEWater Design Group and included herein as Appendix 5a, forecasts vessel trips (origin and destination) in the peak hour of the peak day to increase from 42 to 69 assuming completion of the Boat Central project, expansion of Chace Park, modernization of the Boat Yard at Parcel 53 and a 10% increase in vessel launches from the launch ramp. The study concludes that the increase in vessel trips will not create a significant impact; however, in peak times, the mix of vessel types will increase the feeling of congestion in the basin. Further, the study surmises that this level of traffic would feel like a busy waterway; however, ample space would be available for safe maneuvering. Accordingly, the project does not negatively impact boating safety and no measures beyond the proposed launch patterns outlined in Exhibit 5.10-1, Launch Ramp Maneuverability Study are necessary.

The open water area near the launch ramp, even with the addition of the Boat Central facility, is the widest area provided along Basin H. As discussed above, adequate space for safe vessel separation and maneuvering will be provided. Further, the increase in vessel trips will not create a significant impact, and no traffic bottlenecks are anticipated in the basin.

With respect to liability and responsibility, these are legal questions, not environmental issues addressed in a DEIR. However, as the project design is not flawed and provides safe and adequate maneuverability area, there is no liability created by the implementation of the project. The DEIR remains adequate and complete with respect to safety generally within Basin H.



4) **Wind Study:** A wind study is imperative for this project. The "Wind Impacts Assessment" (starting on .pdf page 527 of the DEIR Appendices) is a mere rehash of a 2006 wind analysis for another project, which does not address the significant impacts of *this project*, either from the physical structure or from the intended use of the project.

Q-12

\* The boat barn runs almost the full depth of the parcel from Fiji Way to the water, plus an additional 97' over the water in Basin H (total length of building walls needs to be stated). It lies to the southwest of the public launch ramp, with an "impermeable" plastic sheathing. The DEIR does not quantify the wind shadow and/or eddy effects of such a massive obstacle on current wind patterns at this end of Basin H—at the parcel, at the launch ramp, at the Parcel 77 docks, and in the basin's navigable areas. We need a thorough, independent wind study showing how this building will affect the winds in Basin H.

\* What is the anticipated location and size of eddy and wind-shadow effects anticipated for the seasonal wind-direction and wind-strength ranges as shown in the RWDI Wind Impacts Assessment of the DEIR Appendices (.pdf page 527)?

Q-13

\* How will these eddies and/or wind shadows impact the launching, docking, and circulation of boats queuing at the Public Launch Ramp, especially on high-volume days? How will they affect the kayaks, paddleboards and dinghy sailboats launching from Parcel 77, and the public boating programs that will be run from those docks?

Q-14

How will the anticipated addition of up to 115 motorboats (see capacity comments in item #5 below) from this project affect the maneuverability of human and sail-powered craft trying to get underway at this end of Basin H?

Q-15

\* What are the comprehensive wind effects if all of the contemplated projects in the area are built out? In particular, how will the wind in Basin H, especially at the eastern end of Basin H, be affected by the interaction of Boat Central with the proposed 161,000 square-foot mixed use retail/office project on the launch ramp parcels and the boathouse and parking structures contemplated for the Chace Park expansion? All of this redevelopment is known and presumed under the LCPA; the law requires that the comprehensive impacts of all known and anticipated projects must be accounted for by an EIR. Will "view corridors" create wind tunnels in the basin, adding dangerous cross-winds for launching and returning vessels to contend with in addition to the increased boater traffic? Will there be "dead zones" where sailboats are becalmed, leaving them at the mercy of currents and prop-wash from nearby speedboats? Or create dangerous eddies near the docking areas or in the bottleneck?

Q-16

\* Will the as-built Marina del Rey comprehensive project's combined impacts diminish the recreational boating purpose of the public launch ramp, indicating a need for its relocation and/or the relocation or downsizing of one or more of these individual projects? This needs to be assessed AND mitigated before any individual project is approved.

Q-17

5) **Proposed Usage Capacity:** The DEIR asserts that Boat Central will provide more launching capacity than is needed for any given day, citing maximum usage at similar smaller facilities of 26% - 33% (.pdf page 64 of the DEIR), but also establishing the combined retrieval/queuing capacity of this project at 72 boats per 12-hour day. Their conclusion of surplus capacity is based on a 230-boat dry stack, not this 345-boat project. The math in the DEIR needs to be corrected to reflect this project: 26% of 345 = 90 boats, 33% = 115 boats.

Q-18



- Q-12 The 2006 Wind Impacts Assessment (Appendix E7 in the DEIR) does address the project as proposed because the building scale and location used in the Study (Figure 2) are the same as the proposed project. For the most part, the location of the dry stack facility does not impact wind patterns through Basin H. As concluded in the Wind Impact Assessment: "When winds are from the most frequent west-southwest and west directions, the acceleration and deceleration zones around the proposed facility will mainly be on land, not on the water surface." Therefore, the predominant wind conditions do not result in significant wind-shadow or eddy effects at the launch ramp or basin channel. Additionally, the project is a significant distance from Parcel 77, such that it would have no impacts on wind conditions at that location. Infrequently, when winds are from the east, there would be a slight increase in wind for a limited area of the water well down channel from the launch ramp and Parcel 77. Overall, the independent analysis concludes that "minimal effects on the sailing conditions are predicted." Therefore, the DEIR remains adequate and complete with respect to wind impacts in Basin H.
- Q-13 See response Q-12 above.
- Q-14 See response Q-12 above.
- Q-15 Please see Topical Response #2 for a discussion regarding safety and maneuverability in Basin H. In addition, please note Exhibit 5.10-1, Launch Ramp Maneuverability Study - in the DEIR for proposed boat traffic patterns from the southernmost portion of the public launch ramp. Boats generally utilize auxiliary engines to traverse Basin H to the main channel.
- Q-16 Because the proposed project will not impact prevailing wind directions (as noted in response to Comment Q-12 above), and because specific projects and designs have not yet been considered for approval, there is no requirement under CEQA to analyze something based on speculation or conjecture. CEQA Section 15204 notes that CEQA . . . "does not require a lead agency to conduct every test or perform all research, study and experimentation recommended or demanded by commenters." The level of analysis suggested by the commenter would require such known factors as building heights, placement, and size. As projects are brought on line for approval, impacts will be analyzed on a case-by-case basis.
- Chapter 7 (pages 7-1 through 7-6) provides a list of projects that were approved or pending approval in Marina del Rey. A list is also provided showing 30 projects with the land use and size included (Table 7.1-1). Finally, a table on page 7-5 analyzes the cumulative impacts, if any, of the proposed project with those identified in the table. Cumulatively considerable impacts were identified for air quality, biological resources, noise (temporary) and traffic (incremental with potential reduction to insignificant).
- Q-17 The proposed project does not include the demolition or relocation of the public launch ramp and, therefore, no analysis is required. No such plan or proposal was before the County at the time of DEIR preparation and CEQA only requires analysis of known or approved projects within the project area.

Q-18 The calculations in the DEIR are accurate. To clarify, the 26% usage was based on another local storage facility on a typical summer weekend. The calculation that followed referred to the Boat Central project. The project site will have a queuing capacity of 50-60 boats (DEIR page 4-12) (boats that will be retrieved and in place prior to the owner's requested time of departure). Add to that the crane capacity for retrieving an additional 6 boats per hour (DEIR page 4-12) (72 boats per 12-hour day), the total retrieval capacity is 122 to 132 (72 + either 50 or 60 queued boats). As the commenter notes, 26% of 345 is 90; however, the Boat Central capacity is 122 to 132 per day (in excess of 35%). Compared to usage of similar facilities, Boat Central has more capacity to handle boats than would be anticipated typically.

*[intentionally left blank]*

\* At projected capacity of 72 boats per day, can this facility properly serve its own patrons' needs? Will many of these boaters, too, be discouraged from boating if they cannot get their boat on the water before late afternoon?

Q-19

\* The project anticipates a 15-hour operational day during summer months, which by their formula would allow the retrieval of 90 boats, not 72. What are the safety and navigability implications of 90 additional speedboats on the operations of the public launch ramp, which has limited queuing capacity? The EIR needs to assess for these maximum use periods based on actual capacity projections, not an arbitrarily low figure

Q-20

\* By implementing an overnight queuing policy, the operator could conceivably handle a 1/3 usage capacity. So, revise my impact queries above to 115 boats. And what is to prevent this operator from allowing a favored few to "queue" their boats for longer periods as a convenience, increasing the wait-time for other patrons?

Q-21

6) **Environmental - Water Quality:** Dry-stored boats are not necessarily treated with the anti-fouling bottom paint typical on wet-slipped boats. Environmentally, that is desirable, I think... except that the project contemplates leaving some of these boats in the water overnight before or after use, depending upon customer demand. What is the effect on boats without anti-fouling paint of these extended periods sitting in the water—especially water as polluted as MdR? Would there be any negative impacts to water quality from the queuing of boats without anti-fouling bottom paint for extended periods?

Q-22

\* Potential relocation of the two public wash-down facilities to a location other than the public launch ramp is not acceptable. Boaters at the launch ramp have long complained about the inadequate wash-down facilities; since the imposition of a water use fees, complaints have been lodged that as much as half the wash time is taken getting to and from the coin-op, wasting water and leaving inadequate water to wash the boat. These wash-down facilities need to be specifically dedicated to the launch ramp parcel for the benefit of those boaters.

Q-23

7) **Environmental: Air Quality:** the impacts assessment is understated by as much as 74%.

\*Why does the EIR calculate air quality impacts based on 66 boats (see DEIR Air Quality section, .pdf page 138), rather than their actual projected figure of 72 boats for this size facility? Either they are mis-representing operational capacity of the facility (see #4 above) or its air quality impacts.

Q-24

\* The Air Quality impacts assessment should recalculate projected emissions based on the higher projected capacity of 90 boats/day summer season

\* The Air Quality conclusions may be affected by the change in calculated emissions. All other data on air and water quality needs to be checked for accuracy and results adjusted for appropriate data and calculations; conclusions need to be reviewed pending corrected results.

Q-25

8) **Parking:** Parking data/analysis are inadequate in the DEIR.

Q-19 As noted on page 4-18 in the DEIR, boats will be retrieved upon request or reservation. Boats scheduled for early morning pick-up will be launched and docked the previous day. With a capacity for more than the area average of 26% usage on a typical summer weekend, the dry stack storage facility can accommodate projected demand. Please also refer to response Q-18 above.

In addition, the projected launch capacity of 72 boats per day (plus 50-60 queuing capacity) is expected to be more than adequate to serve tenant needs. As noted in Section 4.3.1, observed patterns demonstrate that, even on peak days, no more than one-third of stored boats will be taken out. Accordingly, for the proposed project, on a peak holiday weekend, a maximum of 114 boats might be requested. With a queuing capacity for 50 to 60 boats and the ability to work with tenants to schedule launches and retrievals, it is anticipated that the project will be able to properly serve tenant needs. On some peak days, extended hours and operational protocols may need to be employed to accommodate demand.

Q-20 Please refer to Topical Response #2 regarding safety and maneuverability. The increase in trip volume presented by the project would add to the experience of a busy channel on peak weekends and holidays, but would not significantly impact safety or navigability in Basin H. The Basin H Vessel Traffic Study prepared by BLUEWater Design Group and included herein as Appendix 5a, forecast Basin H traffic volumes assuming construction of the project as well as an upgrade and expansion of Chace Park (at Parcels EE and 77) berthing including slips, side ties and a non-motorized watercraft long dock, modernization of the Boat Yard at Parcel 53 and a 10% increase in vessel launches from the launch ramp. The study uses a conservative, combined peak hour approach and estimates 69 origin and destination trips per peak hour within Basin H, an increase of 64% over the existing condition estimated at 42 peak hour trips. The study surmises that this level of traffic would feel like a busy waterway, however ample space would be available for safe maneuvering. Accordingly, it is concluded that the increase in trip volume proposed by the project does not present a significant impact to navigation in the channel. The Basin H study condenses all trips into an artificial 12-hour day in the calculation of existing and forecast trip volumes. If the operational day were longer, for instance a 15-hour day, peak hour trip volumes would be incrementally less than anticipated in the study.

Q-21 The commenter does not raise a specific CEQA issue, but rather an operational concern, suggesting some patrons will receive preferential treatment. No response is warranted.

Q-22 Please refer to response M-16. As noted, from an environmental standpoint, dry stack storage is a superior alternative to wet slip docking and the Boat Central inspection/ maintenance operational plan will further reduce water quality impacts. Dry stack facilities also allow for a more efficient use of space. Boat Central will not provide boat hull painting and will not clean boat hulls in the water. It is anticipated that most of the dry stored boats will not have painted hulls, although some boats changing from a wet slip to dry storage will have painted hulls. All hull maintenance, cleaning and waxing will take place out of the water on the landside which

will not degrade water quality. An overnight stay in the water is only expected to occur during peak periods such as holidays.

- Q-23 The proposed project does not have control over the location or operation of public wash down facilities located off-site and unassociated with the project. However, this comment was noted and forwarded to the appropriate County department.
- Q-24 The 66-boat basis in the Air Quality analysis was for queuing of boats at the docks rather than the 72-boat-per-day retrieval capacity. As noted in response to Comment Q-18 above, the docking (queuing) capacity is 50 to 60 boats so the number used for the analysis is in excess of the actual capacity. The air quality analysis assumes (as stated on page 5-48 of the DEIR) that all queued boats are idling at once, which is a highly unlikely occurrence. Therefore, even using the highest potential, but unlikely, scenario, the air quality impacts will be less than significant with implementation of Mitigation Measure AQ-14 (page 5-52). The air quality analysis in the DEIR remains adequate and no re-analysis or adjustment is necessary.
- Q-25 As noted on page 5-289 of the DEIR, adequate parking has been provided with a parking permit using either the design ratio or the conservative ratio in the Traffic Analysis. No off-site parking is proposed or anticipated to accommodate the boat storage parking. Valet parking will be provided on-site as depicted in Exhibit 5.11-12 on page 5-283. Use of valet parking service is anticipated to be needed only on peak summer and holiday weekends, if at all. While the operational details of the project have not yet been determined, it is anticipated that no more than one valet will be needed to provide valet parking service during peak operating times. As noted, this service is expected to be sporadic. However, cost is not a CEQA environmental issue and no further analysis is required.

*[intentionally left blank]*

\* Required parking is .5 spaces per boat space (345 dry-stack + 30 mast-up x .5 =188 spaces, plus Sheriff's Boatwright parking). However, the DEIR provides only 134 spaces onsite, using a ratio of only .36 spaces per boat space (although one does not discover this fact until .pdf page 309 of the DEIR). Presumably the balance of spaces will be offsite via valet parking?

Q-25  
cont'd

\* How many spaces will be onsite?

Q-26

\* How many spaces will be off-site? Where will they be located? How will the lack of onsite parking for the private use impact public access to the waterside, and in particular patrons of the public launch ramp, on high-volume days?

How many valets will be needed to serve patrons on high-volume days? How will they access the remote lots to retrieve returning patrons' vehicles? How will this affect the pricing of the boat storage—will it become prohibitive for most small boaters?

Q-27

\* It is common for boaters to invite guests or other family members on their boating excursions, many of whom join them from different parts of the county, and a certain number of those who might be put off by the valet service at the facility. How can the applicant ensure that guests of their patrons park in the appropriate private spaces and not in the nearby public lots serving the launch ramp and Chace Park?

Q-28

\* A project mitigation is needed to require lessee to contribute, on an ongoing basis to the operation and expansion of the shuttle service.

Q-29

\* A project mitigation is needed to preclude any public parking spaces from being utilized for Boat Central's offsite valet parking "overflow". Both the number and location of offsite ("valet") parking spaces need to be specified, to establish that no public parking is being deliberately or inadvertently converted to private purposes, and to determine that other projects have not already tapped those same spaces to satisfy their project's private parking needs, which would result in private users usurping public parking facilities. For example, the proposed Fisherman's Village project lacks all its private parking requirements onsite and contemplates a "shared parking arrangement" using Parcel 49 (launch ramp parcels); but the retail mega-project contemplated for the launch ramp parcels lacks all of its required private parking onsite and proposed a shared use of the privately-controlled Marina Towers parking spaces for its overflow. In 2006, a series of similarly disconnected piecemeal projects proposed for the Mothers Beach area resulted in what the Design Control Board dubbed a "shell game" with private parking requirements that resulted in a shortfall of over 350 private parking spaces.

Q-30

9) **Over-the-water building precedent:** this project will, in fact, set a precedent for building over the water in Marina del Rey, and the DEIR needs to be corrected to acknowledge this. The fact that other harbors have over-the-water buildings is spurious reasoning. It is an industrial behemoth that is vastly out of sync with the recreational harbor image of Marina del Rey. Over-the-water buildings will significantly diminish public accessibility to the Marina, both physically and visually. If this project goes ahead, others will surely demand equal treatment. This is a slippery slope, as we have seen with non-recreational development, then with building heights, then with reneging on established mitigations, then with "double-crediting" so-called public amenities, and so forth. Over the water building will lead to an ugly harbor.

Q-31



Q-26 As first noted on page 1-1 of the DEIR, Boat Central proposes to provide parking at a ratio of 0.36 (or a ratio of 0.33 assuming an allotment of nine spaces is required for the Boat Central office and the Sheriff's Boatwright/Lifeguard office). Note that parking ratios are based on required parking spaces and thus do not include the additional capacity provided by the 13 on site valet spaces. As discussed in Section 4.4.6, dry land boat storage parking is required at a ratio of one-half parking space per boat space. Accordingly, the proposed project requires approval of a parking permit to allow parking at the reduced ratio. As noted on page 5-281 of the DEIR, the project site will contain 134 parking spaces of which 9 are designated for the Sheriff's Boatwright facility. An additional 13 valet spaces are available. No off-site parking spaces were considered in the DEIR analysis.

As described in the analysis in Section 5.11.3, beginning on page 5-281, the proposed parking supply is more than adequate for the proposed dry stack storage use. Table 5.11-13 Parking Ratio Summary for Dry Stack Facilities notes that common parking ratios used for similar facilities throughout the United States range from 0.1 (1/10) to 0.33 (1/3). Table 5.11, 14 Parking Demand Forecast and Summary shows a surplus of parking spaces using an industry "design ratio" of 1 space per 4 dry storage spaces and the required number of spaces using a conservative case ratio of 1 space per 3 dry storage spaces. Accordingly, more than adequate parking is proposed to accommodate all project uses on site.

Q-27 See responses Q-25 and Q-26 above. As noted in the DEIR, all parking is planned to be managed on site.

Q-28 The commenter's questions do not raise a specific CEQA issue. However, members of the public can utilize any of the public parking areas throughout the Marina. Therefore, while parking at Boat Central will be available to its patrons, no restrictions can reasonably be placed on guests choosing to park in another lot.

Q-29 As reported in Topical Response #1, a tandem parking and valet service is proposed for patrons of charter yacht cruises departing from Dock 55 at Fisherman's Village to accommodate peak summer parking demand. Fishing boat charters will park at Parcel 49M. A Parking Management Plan has been proposed to provide overflow parking on Parcel 49R with a parking attendant and/or signage to direct patrons where to park. Therefore, shuttle service will not be required for charter yacht cruise or sport fishing boat patrons.

Q-30 Please refer to responses to Comments Q-26, Q-27 and Q-28 above.

Q-31 Please refer to responses to Comments M-11 and N-4.

10) **History/Chronology of Project:** (.pdf pages 51-52 of the DEIR) the text does not seem to match the table; and both omit a major public step in the process:

Q-32

\* The table puts the option approval in 2007, but the text says developer signed option in 2005, seems like a wide gap in the timing. Plus, dates for 7 and 8 are identical, so maybe this is a transposition. Dates should be checked.

\* Please note: In 2007, the Marina del Rey Design Control Board held conceptual review authority over Marina redevelopment proposals (architectural review). Therefore, this DEIR needs to include it in the chronology of the legal process. Conceptual review was disapproved by the DCB on May 31, 2007 according to this DEIR's Land Use Planning section (see #11 below). There was at least one earlier review meeting that was continued, but I do not recall the date. The meetings should be mentioned in the accompanying text, and DCB disapproval of the conceptual review should be noted on the

Q-33

11) **Land Use Planning/Conclusion** (DEIR, pdf. page 303): this section mis-states the status of the DCB at the time of their action on Boat Central In 2007. It needs to be corrected to indicate that their role was authoritative, not advisory, in 2007.\* \*

The DCB rarely rejects a project design—although they do request design modifications from time to time. Their professional qualifications, cumulative knowledge of all Marina projects and continuing responsibility for conducting project reviews (even though they no longer have authority over them) uniquely qualifies them as MdR experts, yet their opinions are glaringly absent from this DEIR and the Appendices. As acknowledged in the DEIR:

Q-34

*Where evidence and opinions of experts conflict on an issue concerning the environment, and the agency knows of these controversies in advance, the EIR must acknowledge the controversies, summarize the conflicting opinions of the experts and include sufficient information to allow the public and decisions makers to take intelligent account of the environmental consequences of their action.*

On this basis, the DCB's deliberations should be included in the DEIR, in the sections pertaining to their areas of concern, as are other experts' supportive testimony. At the very least, the minutes of their review hearing should be included in the Appendices.

\* The legal and permitting processes should not be edited to omit a ruling simply because it was unfavorable to the applicant, or because subsequent events have changed a process to render that action moot.

\* The Land Use Planning conclusion finding of no significant environmental impacts needs to be revisited once the data and calculation errors noted above have been corrected, and other data analyses have been checked for accuracy of basic data.

Q-35

In conclusion, it is important that the assessments of the projects' impacts be impartial, and based on factual data and not on conclusions drawn from other conclusions or based on inapplicable or irrelevant data. As it stands this DEIR is nothing but humbug, and I sincerely hope you will do your utmost to ensure that the truth of the conditions.

Respectfully yours,

Q-32 The commenter notes that the text on page 3-1 of the DEIR does not match the information in the table on page 3-2. The text has been modified to clarify the events and has been included in the Errata section herein. The modified text on page 3-1, paragraph 3, reads as follows:

“ . . . Three developers submitted proposals for the original RFP in 2003. Two developers submitted proposals for the second RFP in 2005. Several hearings were held on the RFP between 2003 and 2005. In 2005, the Applicant was selected and subsequently signed a Lease Option, along with a lease agreement, in 2007. An option extension was signed in 2008.”

The execution of the Lease Option was followed by finalizing the lease agreement, both of which occurred in 2007. The dates noted in the table on page 3-2 are accurate.

Q-33 Please refer to Topical Response #3.

Q-34 Please refer to Topical Response #3 and response to Comment N-4.

Q-35 As noted above, the DEIR remains complete and adequate regarding Land Use and Planning analyses. Technical studies prepared by experts in their respective fields were the basis for the conclusions presented in the DEIR. The commenter is referred to the technical appendices (Volumes 2 and 3 of the DEIR) for verification.

Nancy Vernon Marino

*[intentionally left blank]*

**Comment Letter R****Army Corps of Engineers, North Coast Branch Regulatory Div.  
March 9, 2012 (Late Comment)**

**Subject:** FW: Boat Central Project (Corps No. SPL-2012-145) (UNCLASSIFIED)

-----Original Message-----

From: Gutierrez, Anita [<mailto:agutierrez@planning.lacounty.gov>] On Behalf Of Planner, Marina  
Sent: Monday, March 12, 2012 9:11 AM  
To: Shawna Schaffner; Roger Van Wert  
Subject: FW: Boat Central Project (Corps No. SPL-2012-145) (UNCLASSIFIED)

Anita Gutierrez  
Acting Principal Planner  
Special Projects Section  
Department of Regional Planning  
320 W. Temple Street  
Los Angeles, CA 90012  
<http://planning.lacounty.gov/>  
213-974-4813

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-----Original Message-----

From: Swenson, Daniel P SPL [<mailto:Daniel.P.Swenson@usace.army.mil>]  
Sent: Friday, March 09, 2012 4:03 PM  
To: Planner, Marina  
Cc: Salas, Gerardo SPL; Pankratz, Shannon L SPL; Stalder, Melanie A SPL  
Subject: Boat Central Project (Corps No. SPL-2012-145) (UNCLASSIFIED)

Classification: UNCLASSIFIED  
Caveats: NONE

Dear Ms. Gutierrez:

It has come to our attention that you are evaluating the Boat Central Project in Marina del Rey. This activity may require a U.S. Army Corps of Engineers permit.

A Corps of Engineers permit is required for:

a) structures or work in or affecting "navigable waters of the United States" pursuant to Section 10 of the Rivers and Harbors Act of 1899.

**Response to  
Comment Letter R  
Army Corps of Engineers, North Coast Branch Regulatory Div.  
March 9, 2012 (Late Comment)**

- R-1 The County acknowledges receipt of an email from the U.S. Army Corps of Engineers (ACOE) dated March 9, 2012, detailing the types of activity that require a permit. The Boat Central project proposes an over-the-water dry stack storage structure that will extend approximately 97 feet into Basin H of the Marina utilizing a concrete pile support system for the docks and over-water portion of the structure. The project applicant will be required to submit an application to the ACOE pursuant to Section 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act of 1972.

Examples include, but are not limited to,

1. constructing a pier, revetment, bulkhead, jetty, aid to navigation, artificial reef or island, and any structures to be placed under or over a navigable water;

2. dredging, dredge disposal, filling and excavation;

b) the discharge of dredged or fill material into, including any redeposit of dredged material other than incidental fallback within, "waters of the United States" and adjacent wetlands pursuant to Section 404 of the Clean Water Act of 1972. Examples include, but are not limited to,

1. creating fills for residential or commercial development, placing bank protection, temporary or permanent stockpiling of excavated material, building road crossings, backfilling for utility line crossings and constructing outfall structures, dams, levees, groins, weirs, or other structures;

2. mechanized landclearing, grading which involves filling low areas or land leveling, ditching, channelizing and other excavation activities that would have the effect of destroying or degrading waters of the United States;

3. allowing runoff or overflow from a contained land or water disposal area to re-enter a water of the United States;

4. placing pilings when such placement has or would have the effect of a discharge of fill material;

c) the transportation of dredged or fill material by vessel or other vehicle for the purpose of dumping the material into ocean waters pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972;

d) any combination of the above.

An application for a Department of the Army permit is available on our website:  
<http://www.spl.usace.army.mil/regulatory/eng4345a.pdf>. If you have any questions, please contact me (contact information below).

Please refer to this letter and SPL-2012-145 in your reply.

sincerely,

Dan Swenson, D.Env.

Chief, Los Angeles & San Bernardino Section North Coast Branch Regulatory Division U.S. Army Corps of Engineers  
915 Wilshire Blvd.  
Los Angeles, CA 90017  
213-452-3414  
213-452-4196 fax  
<http://www.spl.usace.army.mil/regulatory>

Assist us in better serving you!

You are invited to complete our customer survey, located at the following link: <http://per2.nwp.usace.army.mil/survey.html>

Note: If the link is not active, copy and paste it into your internet browser.

R-1

R-2



- R-2 Future correspondence with the ACOE will include the reference number provided in your March 9 correspondence.

**Comment Letter S**

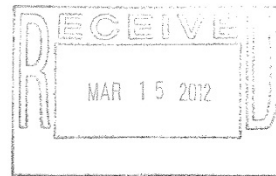
**Sheriff's Department Headquarters, Los Angeles County Sheriff's Department**  
**March 12, 2012 (Late Comment)**



*County of Los Angeles*  
**Sheriff's Department Headquarters**  
 4700 Ramona Boulevard  
 Monterey Park, California 91754-2169



March 12, 2012



Mr. Richard J. Bruckner, Director  
 Department of Regional Planning  
 320 West Temple Street  
 Los Angeles, California 90012

Attention: Ms. Anita Gutierrez

Dear Mr. Bruckner:

**REVIEW COMMENTS**  
**DRAFT ENVIRONMENTAL IMPACT REPORT**  
**BOAT CENTRAL PROJECT**  
**(PROJECT NO. R2008-02340; SCH 2009011058)**

The Los Angeles County Sheriff's Department (Department) submits the following review comments on the Draft Environmental Impact Report (EIR), dated January 2012, for the Boat Central Project (Project). The proposed Project is located in the County of Los Angeles within Marina del Rey at 13483 Fiji Way, Basin H. A portion of the Project site is currently developed with the Department's Boatwright/Lifeguard facility, maintenance shop, and maintenance/storage yard.

The proposed Project is the development of a dry stack boat storage structure, sailboat storage area, an office and customer lounge, a Boatwright/Lifeguard facility for the Department, and a public promenade and viewpark.

The Draft EIR for the proposed Project was reviewed by the Department's Marina Del Rey Station (see the attached correspondence, dated March 7, 2012, from Captain Ocea Victory).

In summary, the Department is generally supportive of the proposed Project, as it is described in the Draft EIR. However, the Department requests that you consult with us when planning for the construction phases of the proposed Project, as it is imperative that the Department's resources and operations are not disrupted during Project implementation. The Department has no other comments to submit at this time, but reserves the right to further address this matter in subsequent reviews of the proposed Project.

*A Tradition of Service Since 1850*

S-1

S-2

**Response to  
Comment Letter S  
Sheriff's Department Headquarters, Los Angeles County Sheriff's Department  
March 12, 2012 (Late Comment)**

- S-1 The County acknowledges receipt of a letter dated March 12, 2012 from the Los Angeles County Sheriff's Department, which was received after the close of the review period. The letter acknowledges review of the Draft EIR by the Marina del Rey Sheriff's Station.
- S-2 The request is noted for consultation prior to the commencement of construction to assure that no operations currently operating on the project site are disrupted. The County will work with the Sheriff's Department to make provision for temporary facilities during construction. The County also acknowledges the Sheriff's Department request for future review and comment of project information.

Mr. Bruckner

-2-

March 12, 2012

Thank you for including the Department in the environmental review process for the proposed Project. Should you have any questions of the Department regarding this matter, please contact Lester Miyoshi, of my staff, at (626) 300-3012 and refer to Facilities Planning Bureau Tracking No. 12-003. You may also contact Mr. Miyoshi, via e-mail, at [Lhmiyosh@lasd.org](mailto:Lhmiyosh@lasd.org).

S-3


Sincerely,  
LEROY D. BACA, SHERIFF



Gary T.K. Tse, Director  
Facilities Planning Bureau

S-3 The County appreciates the contact information provided for future communication.

**Comment Letter T**  
**Hornblower Cruises & Events**  
**March 15, 2012 (Late Comment)**



**HORNBLOWER**  
 CRUISES & EVENTS  
*Always a Pleasure*

---

NEWPORT BEACH OFFICE 2431 W. COAST HWY, STE 101 NEWPORT BEACH, CA 92663

TEL: 949-646-0155 FAX: 949-646-5924

MARINA DEL REY OFFICE 13755 FIJI WAY MARINA DEL REY, CA 90292

TEL: 310-301-6000 FAX: 310-822-0881

---

LAT. 32°-37'-10" N

LONG. 117°-55'-20" W

www.hornblower.com

March 15, 2012

Anita Gutierrez  
 Los Angeles Department of Regional Planning  
 Special Projects Section, Room 1362  
 320 West Temple Street  
 Los Angeles, CA 90012

RECEIVED  
MAR 19 2012

Regarding: Boat Central Project (County Project #R2008-02340-(4))

Dear Ms. Gutierrez:

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) associated with the Boat Central Dry Stack Storage Project. While we support the overall effort to revitalize the Marina Del Rey area, we are concerned with the proposed Boat Central Dry Stack Storage Project. After reviewing the DEIR, we wanted to express these concerns in two main areas.

First, as you know, this area (known as Dock 52) houses a large commercial dock that includes approximately 250 free parking spaces. This dock is one of the very few commercial docks in Marina Del Rey that can accommodate large commercial charter vessels. This dock provides direct access to the public who are choosing a charter vessel or a sports fishing excursion to enjoy Marina Del Rey and/or Santa Monica Bay. For this reason, it is a valuable asset for the commercial charter industry as well as tourism overall. Obviously, this asset would be eliminated if the proposed boat storage facility were approved, having a direct negative impact on the public's ability to access the Coastal waters of Marina del Rey. In our view, this violates the policies of the California Coastal Act to maintain and expand public access to California shore and water areas. Our business helps provide that access, as do other uses of the area, but that access would be eliminated by the new proposed use. The parking available to the general public as they seek to access the California coast would also be lost if the proposed storage facility is built. The DEIR does not seem to do an adequate job of both identifying the intensity of the existing use of the Dock 52 area and representing the decrease in public access to daily water activities with the demolition of Dock 52 and the associated parking.

T-1

T-2

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SAN FRANCISCO \* BERKELEY \* MARINA DEL REY \* LONG BEACH \* NEWPORT BEACH \* SAN DIEGO

**Response to  
Comment Letter T  
Hornblower Cruises & Events  
March 15, 2012 (Late Comment)**

- T-1 The County acknowledges receipt of a letter from Hornblower Cruises & Events dated March 15, 2012, which was past the March 5, 2012 close of the public review period for the DEIR. In spite of the late submittal, the County provides the following responses.
- T-2 The commenter is referred to Topical Response #1 which provides information relative to existing charter boat usage for two operators, Hornblower Cruises included, and identifies the dock and parking area where such uses will be relocated. Also please refer to responses K-1 and N-9.

Second, we are concerned with the proposed mention of relocating the Dock 52 use (*in section 3.15. Transportation/Traffic*) to Fisherman's Village would have a direct negative impact on current & future Fisherman's Village business and would diminish the public's ability to access the waters of Marina Del Rey. While the parking studies done previously have cited parking availability at Fisherman's Village, we can attest as a current business there that often times parking is at or near maximum capacity. It is not feasible to assume that Fisherman's Village can accommodate the existing parking for the uses at Dock 52 including commercial charter operations, fishing trips and general parking for other Coastal uses such as biking, walking, hiking and boating. There simply isn't enough existing parking at Fisherman's Village to accommodate all of these uses and we do not believe the DEIR does an adequate job of offering specific details on relocation of Dock 52 uses and the potential detrimental impact to other visitor-serving areas & businesses that may be impacted.

T-3

We respectfully ask that you consider our comments and expand the DEIR to include information regarding both of the items above.

Respectfully,



Kevin Lorton  
General Manager, Los Angeles / Orange County

Cc: Bob Shaw, Chief Operating Officer  
Richard Jacobs, Vice President & Legal Counsel



- T-3 The commenter is again referred to Topical Response #1 and response N-9 which detail relocation plans for Dock 52 and parking uses. Response N-9 also addresses the parking studies prepared specifically for the project and for the Marina in general. The conclusion of the Right-Sizing Parking Study dated June 2012 is that there is adequate parking within the Marina and existing lots are underutilized. The Dock 52 Parking Analysis prepared by Linscott, Law & Greenspan provides additional analysis related to the County's proposed parking for charter fishing and event cruises. The Modern Parking, Inc. letter dated February 20, 2013 and included herein as Appendix 2, specifically analyzes parking demand at Fisherman's Village during peak periods, concluding that adequate parking will be available for patrons of charter boat cruises. The relocation of charter boat passenger parking to Fisherman's Village and Parcel 49M will provide adequate parking for all patrons, even during peak periods, as detailed in Topical Response #1. Therefore, the loss of the parking lot at Parcel 52 will not create a significant impact with respect to boat passenger parking availability.



## 5. Appendices

Appendix 1 - Memorandum dated December 19, 2006 by Dr. Jonna Engel

Appendix 2 - Letter Report dated February 20, 2012 by Modern Parking, Inc.

Appendix 3a - Letter dated August 6, 2012 from County Department of Beaches & Harbors

Appendix 3b - Letter dated February 28, 2013 from County Department of Beaches & Harbors

Appendix 4 - Dock 52 Parking Analysis dated March 8, 2013 by Linscott, Law & Greenspan

Appendix 5a - Basin H Vessel Traffic Study dated July 2012 by Bluewater Design Group

Appendix 5b - Review of Basin H Vessel Traffic Study dated March 8, 2012 by Bluewater Design Group

Resumes – Technical Consultants



Appendix 1 - Memorandum dated December 19, 2006 by Dr. Jonna Engel

Exhibit 18  
ARNOLD SCHWARZENEGGER, GOVERNOR

STATE OF CALIFORNIA—THE RESOURCES AGENCY  
CALIFORNIA COASTAL COMMISSION  
45 FREMONT, SUITE 2000  
SAN FRANCISCO, CA 94105-2219  
VOICE (415) 904-5200  
FAX (415) 904-5400  
TDD (415) 597-5885

MEMORANDUM

FROM: Jonna D. Engel, Ph.D.  
Ecologist

TO: Lisa Haage, Chief of Enforcement; Alex Helperin, Enforcement Attorney;  
Andrew Willis, Enforcement Analyst

SUBJECT: ESHA determination for Marina del Rey tree stands with past and present  
history of roosting and nesting herons and egrets

DATE: December 19, 2006

In Marina del Rey, several stands of non-native trees are serving as multi-species heronries; that is, locations where several species of herons and egrets roost and nest throughout the year. Presently Great Blue Herons, *Ardea herodias*, Snowy Egrets, *Egretta thula*, Black Crowned Night Herons, *Nycticorax nycticorax*, and Green Herons, *Butorides virescens*, nest in these trees seasonally and roost all year round<sup>1,2,3</sup>. In addition, since 2001, low numbers of Great Egrets, *Ardea alba*, have been roosting year round in Marina del Rey<sup>4</sup>. The Marina del Rey heronries are comprised of non-native pines, Mexican fan palms, coral trees, and fig trees. The heronries are immediately adjacent to or very near Marina del Rey harbor channels and the Ballona Wetlands and provide roosting and nesting habitat that is rare in Los Angeles County.

In a November 8, 2006 letter to Peter Douglas, Executive Director, California Coastal Commission, Raymond G. Fortner, Jr., Los Angeles County Counsel, gives three reasons why he believes that the Marina del Rey trees in question meet none of the requisites for ESHA designation. He asserts that: 1. Neither the herons nor the trees are rare; 2. Herons are not especially valuable because of their special nature or role in the ecosystem; and, 3. Herons are not easily disturbed by human activity.

With regard to rarity, I note that herons and egrets experienced severe population declines at the turn of the 20<sup>th</sup> century when they were hunted for their beautiful plumage that was highly prized for women's hats. Several laws outlawing hunting,

<sup>1</sup> Froke, J. B. 2005. Report on the Marina Del Rey Heronry. Prepared for Mark D. Kelly, Senior Vice President, Lyon Capital Ventures.  
<sup>2</sup> Cooper, D. President Cooper Ecological Monitoring Inc. Aug. 18, 2006. Letter to the California Coastal Commission.  
<sup>3</sup> Jones, A.L., IBA Program Coordinator, Audubon California. Aug. 22, 2006. Letter to Andrew Willis, California Coastal Commission.  
<sup>4</sup> Cooper, D. March 2006. Annotated Checklist of Birds of Ballona Valley, Los Angeles County, California. [http://www.cooperecological.com/birds\\_of\\_ballonaweb.htm](http://www.cooperecological.com/birds_of_ballonaweb.htm)

J. Engel memo to L. Haage, A. Helperin, &amp; A. Willis

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including the 1918 Migratory Bird Treaty Act, were passed and heron and egret populations as a whole have generally recovered. However, only recently have herons and egrets been consistently roosting and nesting again in Southern California and they are still considered uncommon breeders in this region.

Daniel Cooper, President, Cooper Ecological Monitoring, Inc., has researched the history of birds, including waders (herons and egrets), in the Ballona Valley, which includes the Marina del Rey area at issue here<sup>5</sup>. The Great Blue Heron's historical breeding status is not well-documented; however, it was only a transient and winter visitor by the 1920s and breeding was not mentioned by von Bloeker<sup>6</sup> nor was it mentioned as a breeder in subsequent surveys in 1981<sup>7</sup> and 1992<sup>8</sup>. Great Blue Heron's were first observed nesting in the Ballona Valley in 1995. Dr. Jefferey B. Froke, California Wildlife Ecology, surveyed the Great Blue Heron egg database housed by the Western Foundation of Vertebrate Zoology for evidence of pre-decline abundance and relates that Great Blue Heron eggs were collected from Zuma Canyon, Los Angeles County in 1895 and Del Mar, San Diego County in 1921<sup>9</sup>. Cooper describes Great Blue Herons as common breeding residents in Ballona Valley but the Los Angeles County Breeding Bird Atlas Handbook (LACBBAH) lists them as very localized breeders with few known breeding sites overall in Los Angeles County<sup>10, 11</sup>.

The presence of Great Egrets in Ballona Valley and the greater Southern California area was first noted in 1977. To date no breeding pairs have been observed in the Marina del Rey area and only a few breeding pairs have been observed in Southern California. Cooper defines Great Egrets as a fairly common transient and winter resident in Ballona Valley today<sup>12</sup>. Breeding Snowy Egrets were first observed in the Marina del Rey area in 2005, however their presence has been increasing since the early 1990's when sightings were rare. Cooper currently identifies Snowy Egrets as a fairly common perennial resident in Ballona Valley<sup>13</sup>. Black-Crowned Night Herons are another wader who has only recently been nesting and roosting in Marina del Rey. Previously considered a transient, Black-Crowned Night Herons are now year round residents that both breed and roost in the non-native trees in Marina del Rey. Like Snowy Egrets, Cooper calls Black-Crowned Night Herons fairly common perennial residents today in the Ballona Valley but the LACBBAH finds them to be a local and/or

<sup>5</sup> Cooper (March 2006) op. cit.

<sup>6</sup> von Bloeker, J.C. 1943. The fauna and flora of the El Segundo Sand Dunes: Birds of El Segundo and Playa del Rey. Bull. So. Cal. Acad. Sci. Vol. 42, Part I (1-30) and Part II (90-103).

<sup>7</sup> Dock, C.F. and R.W. Schreiber. 1981. The Birds of Ballona. In: R.W. Schreiber, ed. 1981 The biota of the Ballona region, Los Angeles County (Supplement I of Marina del Rey/Ballona LCP). 400 pp. Los Angeles County Natural History Museum Foundation.

<sup>8</sup> Corey, K.A. 1992. Bird survey of Ballona Wetland, Playa del Rey, CA 1990-1991. Unpublished Report. April 30, 1992.

<sup>9</sup> Froke (2005) op. cit.

<sup>10</sup> Cooper (March 2006) op. cit.

<sup>11</sup> Allen, L. and K. L. Garrett. 1996. Los Angeles County Breeding Bird Atlas. Project of the Los Angeles County Audubon Society in cooperation with the Natural History Museum of Los Angeles County.

<sup>12</sup> Cooper (March 2006) op. cit.

<sup>13</sup> Cooper (March 2006) op. cit.

J. Engel memo to L. Haage, A. Helperin, & A. Willis

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uncommon breeder in Los Angeles County<sup>14</sup> <sup>15</sup>. Finally, the Green Heron, extirpated in Southern California in the 1930's, has now become a year round resident in Marina del Rey where a few breeding pairs have been observed since 1995. Green Heron numbers are still very low. Green Herons are the only wader whose current Ballona Valley status is uncommon according to Cooper's survey data<sup>16</sup>.

Cooper recently completed a heron and egret rookery survey in Los Angeles County, and the Marina del Rey area was one of the few locations where he found heron and egret colonies<sup>17</sup>. The only Los Angeles County coastal colonies he encountered were in the Malibu Country Mart, Marina Del Rey area, and Long Beach Harbor. Kimball L. Garrett, Ornithology Collections Manager, Natural History Museum of Los Angeles County, concurred that currently herons and egrets are only nesting in a few Los Angeles County coastal locations and that Great Blue Heron and Black Crowned night heron nesting sites are very few and far between (pers. comm., Dec. 11, 2006). The California Department of Fish and Game made the following comments regarding the importance of Great Blue Heron nesting areas:

*The great blue heron is not a common nesting species in Los Angeles County because of historic and present incompatible land use practices. There is some question as to whether other suitable sites are available in the area. The existence of heron nesting colonies are [sic] of particular importance to the continued biodiversity of Ballona wetlands and Los Angeles County. The persistence of herons as a successful breeder in Los Angeles County can only be accomplished by providing areas of suitable nesting and feeding habitat over time<sup>18</sup>.*

So, while heron and egret populations as a whole are no longer threatened, in Southern California their populations are only recently recovering and breeding colonies are uncommon (Great Egrets and Green Herons continue to be uncommon in Southern California). Simultaneously, the wetland ecosystems upon which herons and egrets depend are in trouble. The United States Geologic Survey conducted a study of wetland loss in the United States between the 1780's and 1980's. California has lost the largest percentage of original wetland habitat (91%) of all the states<sup>19</sup>. It is now estimated that California has less than 500,000 wetland acres remaining (from an estimated 5 million in 1780). This is less than one-half of one percent of California's total land acreage.

In Southern California, many wetlands have been replaced by marinas, and in the few areas where herons and egrets either remained or have recently re-colonized, they

<sup>14</sup> Cooper (March 2006) op. cit.

<sup>15</sup> Allen, L. & K. L. Garrett (1996) op. cit.

<sup>16</sup> Cooper (March 2006) op. cit.

<sup>17</sup> Cooper, D. 2006. Known heron/egret rookery locations in southwestern California, 1996-2006 [http://www.cooperecological.com/cem\\_L\\_042.htm](http://www.cooperecological.com/cem_L_042.htm)

<sup>18</sup> Raysbrook, C. F., South Coast Regional Manager, CDFG. Feb. 9, 2001. Letter to Edward J. Casey, Esq.

<sup>19</sup> United States Geologic Survey: <http://www/nprwrc.usgs.gov/resource/wetlands/wetloss/summary.htm>

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have adapted by relocating their roosting and nesting sites to stands of tall, non-native pines, palms, ficus, and coral trees within highly developed areas<sup>20,21</sup>. This relocation to non-native trees near marinas has been caused by the virtual absence of any native trees and to the critical attributes that the non-native trees afford the birds. The attributes that the herons and egrets use to pick trees include dense foliage for nest sites, predator protection, and camouflage; height that affords protection from disturbance and predators; and proximity to primary foraging locations<sup>22,23,24,25</sup>. For Great Blue Herons, the mean distance flown from nests to principle feeding sites is 1.4 to 4 miles<sup>26</sup>. An average Snowy Egret foraging trip is 1.7 miles from roosting and nesting sites to their main foraging area<sup>27</sup>. The Marina del Rey heronries are strategically located within the Marina del Harbor and adjacent to the Ballona Wetlands, both primary foraging areas for herons and egrets. While these non-native trees are not rare, stands of trees exhibiting the attributes listed above, are rare in Los Angeles County. Thus, the habitat afforded by the trees is rare.

In a letter to Andrew Willis, California Coastal Commission, Andrea L. Jones, Important Bird Areas Coordinator, Los Angeles County Audubon, concludes that the trees in the Marina del Rey area where herons and egrets nest and or roost should not be "removed or altered" in order to facilitate the recovery and success of herons and egrets living in the Ballona Valley<sup>28</sup>. Ms. Jones points out that the herons and egrets are using the trees because they provide the only remaining habitat that is appropriate for nesting and roosting in the Ballona Valley. Cooper, in a letter to the California Coastal Commission, writes that "the Marina del Rey area provides ideal roosting and nesting habitat for waders – specifically it has dense clusters of tall trees close to foraging areas"<sup>29</sup>. Froke reports that in Marina del Rey, Great Blue Herons roost and nest in tall, sturdy trees while Snowy Egrets and Black-Crowned Night Herons appear to require trees with dense foliage<sup>30</sup>.

Audubon recognized the importance of the Marina del Rey area to wading and other birds when it designated it an Important Bird Area (Ballona Valley Important Bird Area) in 1994. The Ballona Valley includes the most significant coastal wetland in Los

<sup>20</sup> Froke (2005) op. cit.

<sup>21</sup> Cooper (Aug. 18, 2006) op. cit.

<sup>22</sup> Butler (1992) op. cit.

<sup>23</sup> Parsons & Master (2000) op. cit.

<sup>24</sup> McCrimmen, D. A. Jr., J. C. Ogden, and G. T. Bancroft. 2001. Great Egret (*Ardea alba*). In *The Birds of North America*, No. 570 (A. Poole and F. Gill, Eds.). The Birds of North America, Inc., Philadelphia, PA

<sup>25</sup> Davis, W.E. Jr. 1993. Black-crowned Night-Heron (*Nycticorax nycticorax*). In *The Birds of North America*, No. 75 (A. Poole and F. Gill, Eds.). The Birds of North America, Inc., Philadelphia, PA

<sup>26</sup> Butler, R. W. 1992. Great Blue Heron. In *The Birds of North America*, No. 25 (A. Poole, P. Stettenheim, and F. Gill, Eds.). Philadelphia: The Academy of Natural Sciences; Washington, DC: The American Ornithologists Union

<sup>27</sup> Parson, K. C. and T. L. Master. 2000. Snowy Egret (*Egretta thula*). In *The Birds of North America*, No. 489 (A. Poole and F. Gill, Eds.). The Birds of North America, Inc., Philadelphia, PA

<sup>28</sup> Jones (2006) op. cit.

<sup>29</sup> Cooper (Aug. 18, 2006) op. cit.

<sup>30</sup> Froke (2005) op. cit.



J. Engel memo to L. Haage, A. Helperin, & A. Willis

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Angeles County<sup>31</sup>. The designation was made because Ballona Valley provides refuge and breeding, wintering, and/or roosting habitat for a large number of wetland bird species and because of its proximity to a large urban area<sup>32</sup>. The non-native trees that the herons and egrets select for roosting and nesting represent the only suitable roosting and nesting locations for these birds in the Marina del Rey area. While other non-native tree stands exist in Marina del Rey, they do not provide the necessary roosting and nesting tree stand attributes. And although the trees are non-native species, they satisfy the definition of environmentally sensitive habitat or ESHA under section 30107.5 of the Coastal Act; "any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments".

Mr. Fortner's second assertion is that the herons are not especially valuable because of their special nature or role in the ecosystem. This is not accurate. In fact, herons and egrets are integral components of fully functioning wetland ecosystems and are critical to maintaining such ecosystems. They are top predators whose foraging activities maintain a balance in prey populations. Wetlands lacking such native top predators may be subject to invertebrate, amphibian, reptile, rodent, and fish population explosions, eutrophication events, disease outbreaks, and any number of other undesirable cycles<sup>33</sup>. And, as Mr. Broddrick, Director of the California Department of Fish and Game, notes in his Oct. 25, 2006 letter, Great Blue Herons [and other herons and egrets] are an important component of local biodiversity<sup>34</sup>. Biodiversity is believed to play a significant role in the resiliency of ecosystems including wetlands<sup>35</sup>.

Southern California wetlands are experiencing pressure from a number of fronts, including loss of native species, loss of area due to development, invasive species, and pollution. Herons and egrets are critical members of wetland ecosystems and their roosting and nesting colonies provide very important ecosystem functions. While Great Blue Herons certainly are not the only predators in the area, that does not mean that they don't serve a special role. They are native wetland predators. A fully functioning wetland would support a suite of native predators, including species Mr. Fortner may be referring to in his letter.

Mr. Fortner's third assertion - that the herons are not easily disturbed by human activity - is just wrong. Herons and egrets establish roosting and nesting sites based on several important criteria, specifically including avoidance of predation and disturbance. Herons and egrets select nest sites difficult for mammalian predators to reach and in areas as distant or removed from disturbance as possible. In urban areas, this translates into a

<sup>31</sup> Cooper (Aug. 18, 2006) op. cit.

<sup>32</sup> Jones (Aug. 22, 2006) op. cit.

<sup>33</sup> Keddy, P.A. Wetland Ecology: Principles and Conservation. 2000. Cambridge Univ. Press, Cambridge, United Kingdom. 614 pp.

<sup>34</sup> Broddrick, R.L. (Oct. 25, 2006). Letter to Stan Wisniewski, Director, County of Los Angeles, Harbors and Beaches.

<sup>35</sup> Begon, M., J.L. Harper, C.R. Townsend. 1996. Ecology. Blackwell Science Ltd. Oxford, London. 1067 pgs.

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preference for tall trees. In Southern California, the average nest height for Great Egrets is 88 feet<sup>36</sup>. Raccoons are one of the top heron and egret nest predators in Southern California<sup>37</sup>. Tall trees are the main deterrent to raccoon predation. Dense foliage that provides camouflage and protection is also important in Southern California as a deterrent to predation from birds such as American crows, *Corvus brachyrhynchos*, who prey on eggs and chicks and red-tailed hawks, *Buteo jamaicensis*<sup>38</sup>. Both herons and egrets choose trees that are within a specific distance of primary foraging grounds and are safe from predation and disturbance. Herons and egrets are normally shy and retiring birds that are sensitive to human disturbance. The fact that they have established roosting and nesting sites in areas of high human density and disturbance suggests that suitable roosting and nesting areas are scarce and they have miraculously adapted in spite of the human disturbance. Herons do habituate to non-threatening repeated activities, which explains the location of Southern California heronries in highly disturbed areas. Even so, most studies recommend a minimum 984 feet buffer zone from the periphery of a colony in which no human activity should take place during courtship and nesting season<sup>39</sup>. It is also obvious that human activities such as the removal or trimming of trees disturb both the trees and the birds that rely upon them for habitat.

In conclusion, the reason herons and egrets have established nests and are roosting in the Marina del Rey tree stands, as they are doing in non-native tree stands in other parts of coastal Southern California such as Ventura Harbor, Long Beach, and Huntington Beach, is the lack of suitable nesting and roosting areas in remaining local wetlands. The Marina del Rey heronries fit the criteria for heron and egret roosting and nesting sites. The trees are within the foraging range required by the five heron and egret species utilizing the trees. Many of the trees in Marina del Rey are tall, thus distancing the birds from predation and disturbance, and have dense foliage that offers camouflage and protection from predation. As a form of vegetation that meets these criteria and therefore provides this sort of habitat, these trees are indeed rare. In addition, the Marina del Rey tree stands are an important natural resource, as they provide necessary, significant ecological services for local Southern California heron and egret populations, which, in turn, serve a critical role in maintaining the biodiversity and the healthy functioning of the wetlands. Thus, the Marina del Rey trees that support herons and egrets are especially valuable because of their role in the ecosystem. Finally, it is also true that they are easily disturbed by human activities. Therefore, they meet the definition of an Environmentally Sensitive Habitat Area under the Coastal Act.

<sup>36</sup> McCrimmen, Ogden, & Bancroft (2001) op. cit.

<sup>37</sup> Parson & Master (2000) op. cit.

<sup>38</sup> Parson & Master (2000) op. cit.

<sup>39</sup> Butler (1992) op. cit.

**Appendix 2 - Letter Report Dated February 20, 2012 by Modern Parking, Inc.**



MODERN PARKING, INC.  
NATIONWIDE

February 20, 2013

Anita D. Gutierrez  
Special Projects Section  
Department of Regional Planning  
320 W. Temple Street, 13<sup>th</sup> Floor  
Los Angeles, CA 90012

*Re: Project No. R2008-02340*

Dear Ms. Gutierrez,

At your request, we have reviewed the Fisherman's Village parking lot to determine how additional vehicles could be accommodated if the boat charter visitors, currently utilizing Dock 52, were to use the lot.

**Current Condition**

As you know, we manage the Fisherman's Village parking lot on behalf of the Los Angeles County Department of Beaches and Harbors. As the current parking operator, we have knowledge of the activity on the lot. During holiday periods we take occupancy counts throughout the day. Table 1 below shows the activity during Memorial Day weekend, Fourth of July and Labor Day weekend, which are the peak usage days during the year for the lot.

*Table 1 – Holiday Vehicle Occupancy*

Date	Day	9:30 AM	12:30 PM	3:30 PM	7:30 PM	Average Occupancy	Peak Occupancy	% at Peak
27-May	Sun	156	228	258	174	204	258	59%
28-May	Mon	33	166	240	110	137	240	55%
4-Jul	Wed	48	59	350	438	224	438	100%
1-Sep	Sat	22	194	259	220	174	259	59%
2-Sep	Sun	52	192	320	283	212	320	73%
3-Sep	Mon	33	147	249	148	144	249	57%

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MODERN PARKING, INC.  
NATIONWIDE

As you can see from the table, the only day the lot reached full capacity was on the Fourth of July at 7:30 p.m. Since there is a free fireworks show over the Marina, all the lots in the immediate area fill up that evening. The next highest capacity was 80% at 3:30 p.m. on the same day, and 73% at 3:30 p.m. on Sunday September 2.

#### **Valet Option**

Based on the layout of the lot, current parking habits of the visitors using the lot and the current configuration of parking spaces, it would be very easy to introduce a valet parking option on the north end of the lot. (See Diagram 1.) Setting up a valet option at this location would not interfere with the traffic flow of the remaining portions of the lot. The valet area would occupy the area north of the northern entry lane and the portion of the lot north of the Fisherman's Village Building A.

Setting up this option will require restriping of parking spaces in the valet area, the removal of a small drive aisle (orange arrow) and the relocation of two aisles of parking spaces (blue arrows), as noted on Drawing 1. Certain areas would be tandem parked (yellow arrows), while the remaining areas would be left as single spaces.

With these minor changes, it is estimated that an additional 77 vehicles could be parked when the lot is operated in a valet mode. When the additional spaces are not needed, the lot can be operated in a traditional self park mode, as it is today.

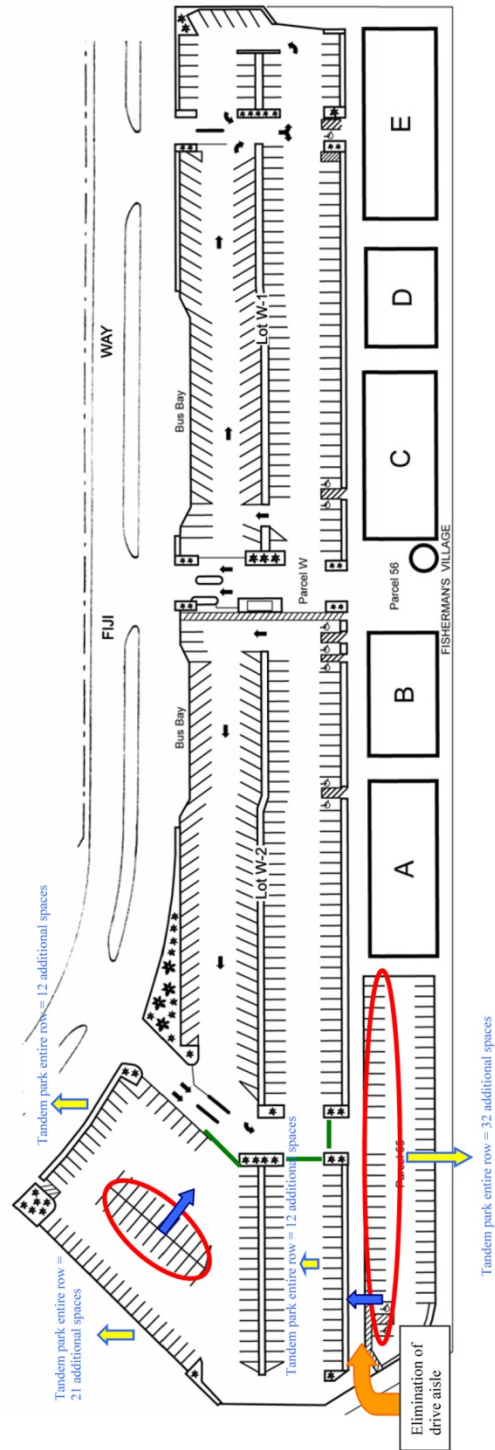
The additional 77 spaces, coupled with the current availability of spaces should more than satisfy the demand of the charter boat companies currently utilizing Dock 52.

If you have any questions or need further information, please do not hesitate to give me a call.

Sincerely,

Manuel Rubio  
Vice President, Quality and Revenue

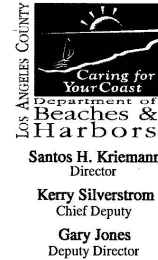
**DIAGRAM 1**  
**Valet Option – North End of Lot**



**Appendix 3a – Letter dated August 6, 2012 from County Department of Beaches & Harbors**



*To enrich lives through effective and caring service*



August 6, 2012

Anita Gutierrez  
Los Angeles County Department of Regional Planning  
Special Projects Section, Room 1362  
320 W. Temple Street  
Los Angeles, CA 90012

**ENVIRONMENTAL IMPACT REPORT FOR THE BOAT CENTRAL PROJECT**

Dear Ms. Gutierrez,

I have read the comment letters submitted on the Draft Environmental Impact Report for the Boat Central Project, proposed on Marina del Rey Parcel 52. While reading these letters, I noticed two persistent questions/comments that I would like to address.

First, several of the comment letters questioned where the various charter boats and sport fishing charters that currently use Dock 52 would load and unload their patrons if Dock 52 were removed as part of the Boat Central Project. The Department of Beaches and Harbors will replace Dock 55, located near Fisherman's Village, prior to the removal of dock 52. The new Dock 55 will be of adequate size and strength to serve all of the boats that currently use Dock 52.

In regards to the comments that transferring the Dock 52 uses to Dock 55 would result in Public Parking Lot 1 near Fisherman's Village being overwhelmed, the Raju Right-Sizing Parking Study, commissioned by the County to evaluate parking demand in Marina del Rey, indicates that there is ample public parking available in the Fiji Way Activity Area, where Fisherman's Village is located, and in the Marina as a whole. In an abundance of caution, during peak demand periods the County will require users of Dock 55 to provide a shuttle that will transport their patrons from other parking lots in Marina del Rey to Dock 55. These lots will also continue to be available to hikers, bikers and others who wish to come down and enjoy the Marina and the Ballona wetlands.

Please feel free to contact me at (310) 305-9537, if you have any questions.

Sincerely,

Michael Tripp, Planning Specialist

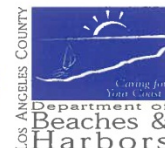
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**Appendix 3b – Letter dated February 28, 2013 from County Department of Beaches & Harbors**



*To enrich lives through effective and caring service*



February 28, 2013

Santos H. Kreimann  
Director

Kerry Silverstrom  
Chief Deputy

Gary Jones  
Deputy Director

Ms. Anita Gutierrez  
Department of Regional Planning  
Special Projects Section, Room 1362  
320 W. Temple Street  
Los Angeles, CA 90012

Dear Ms. Gutierrez:

**FINAL ENVIRONMENTAL IMPACT REPORT FOR THE BOAT CENTRAL PROJECT**

This letter is a follow-up response to the August 6, 2012 letter that I previously sent you on the Boat Central project proposed for Parcel 52 in Marina del Rey. In that letter, I discussed the Department of Beaches and Harbors' (DBH) plan to replace Dock 55 near Fisherman's Village, and use it to serve all of the boats that currently use Dock 52. I further stated that based on the Raju & Associates *Right-Sizing Parking Study*, the Fiji Way Activity Area where Fisherman's Village is located has ample parking for all of the existing and proposed uses in the area.

On November 20, 2012, the Board of Supervisors held a hearing on amending the lease option agreement to facilitate the development of the Boat Central project. At that hearing, the Board directed DBH to continue to work with area boat charter operators to come up with a suitable plan for the relocation of those portions of their operations which would be affected by the potential development on Parcel 52.

In preparation for these meetings, DBH requested that our parking contractor, Modern Parking, analyze the usage of the Fisherman's Village parking lots, and determine if it were possible to accommodate additional vehicles within the existing lots. Modern Parking analyzed parking data during the peak holiday period, including Memorial Day weekend, the Fourth of July, and Labor Day weekends, and found that during the vast majority of even these peak periods, the Fisherman's Village lots have ample space available. Modern Parking further explained that by restriping the northern portions of the lots, and utilizing a valet service during peak periods, an additional 77 parking spaces could be added (see attachment). DBH determined that any strain on the Fisherman's Village parking lots could further be reduced by having the sportfishing vessels load and unload their passengers at Dock 77, near Chace Park, rather than at Fisherman's Village. This would be done on a temporary basis, until Fisherman's Village is redeveloped and can better accommodate all of the vessels and their passengers.

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Ms. Anita Gutierrez  
February 28, 2013  
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DBH has met with representatives of the boat charter operators and presented to them the findings from Modern Parking, and the proposed solutions of restriping the Fisherman's Village lots and relocating the sportfishing vessels. Specifically, DBH met a representative from Marina del Rey Sportfishing on December 20<sup>th</sup>, representatives from Hornblower and Tiki Mermaid on January 15<sup>th</sup>, and a representative from FantaSea on January 22<sup>nd</sup>, to discuss their individual needs. All of the operators that DBH met with agreed that the solutions presented were feasible alternatives for relocating the vessels that are currently utilizing Dock 52. DBH will ensure that the Fisherman's Village parking lots are restriped, and that Dock 77 is in adequate condition to accommodate the sportfishers, prior to any construction beginning on Parcel 52. These conditions will remain in place until the reconstruction of Fisherman's Village occurs.

Please feel free to contact me at (310) 305-9537, if you have any questions.

Very truly yours,

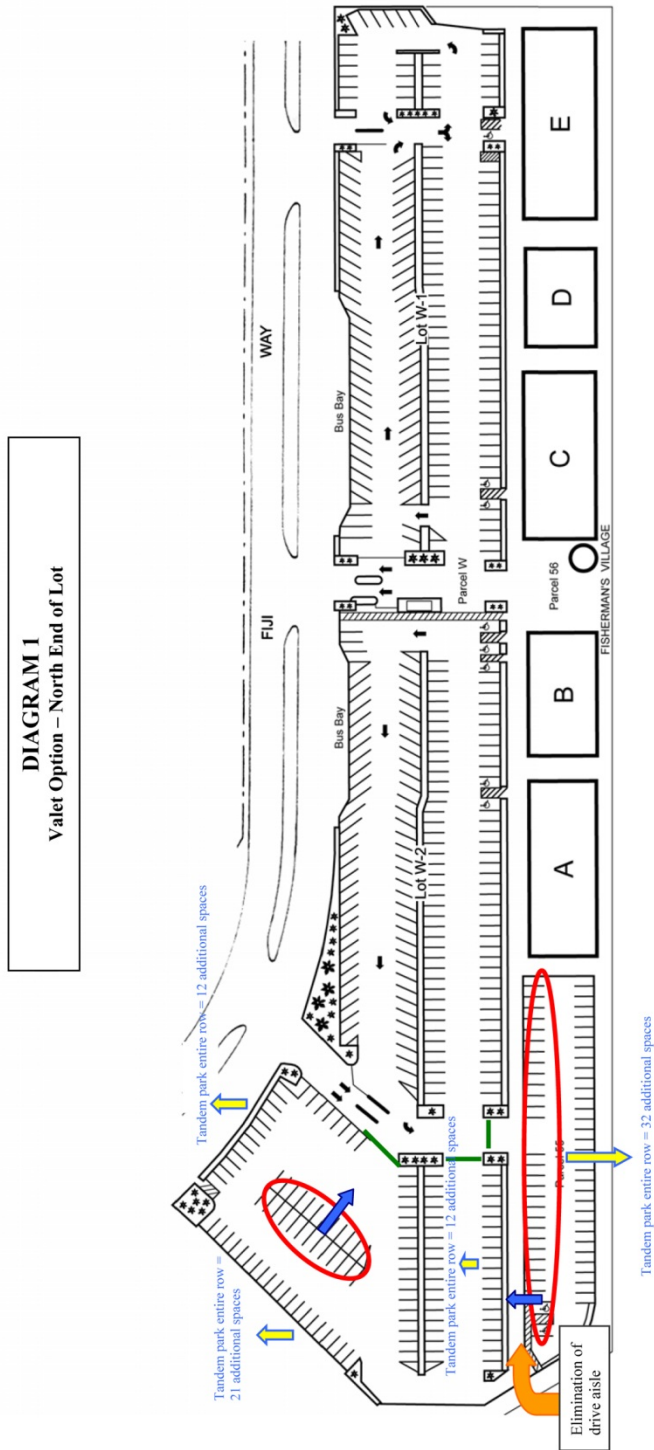
A handwritten signature in blue ink that reads "Michael Tripp".

Michael Tripp, Planning Specialist

CM:MT:ng

Attachment



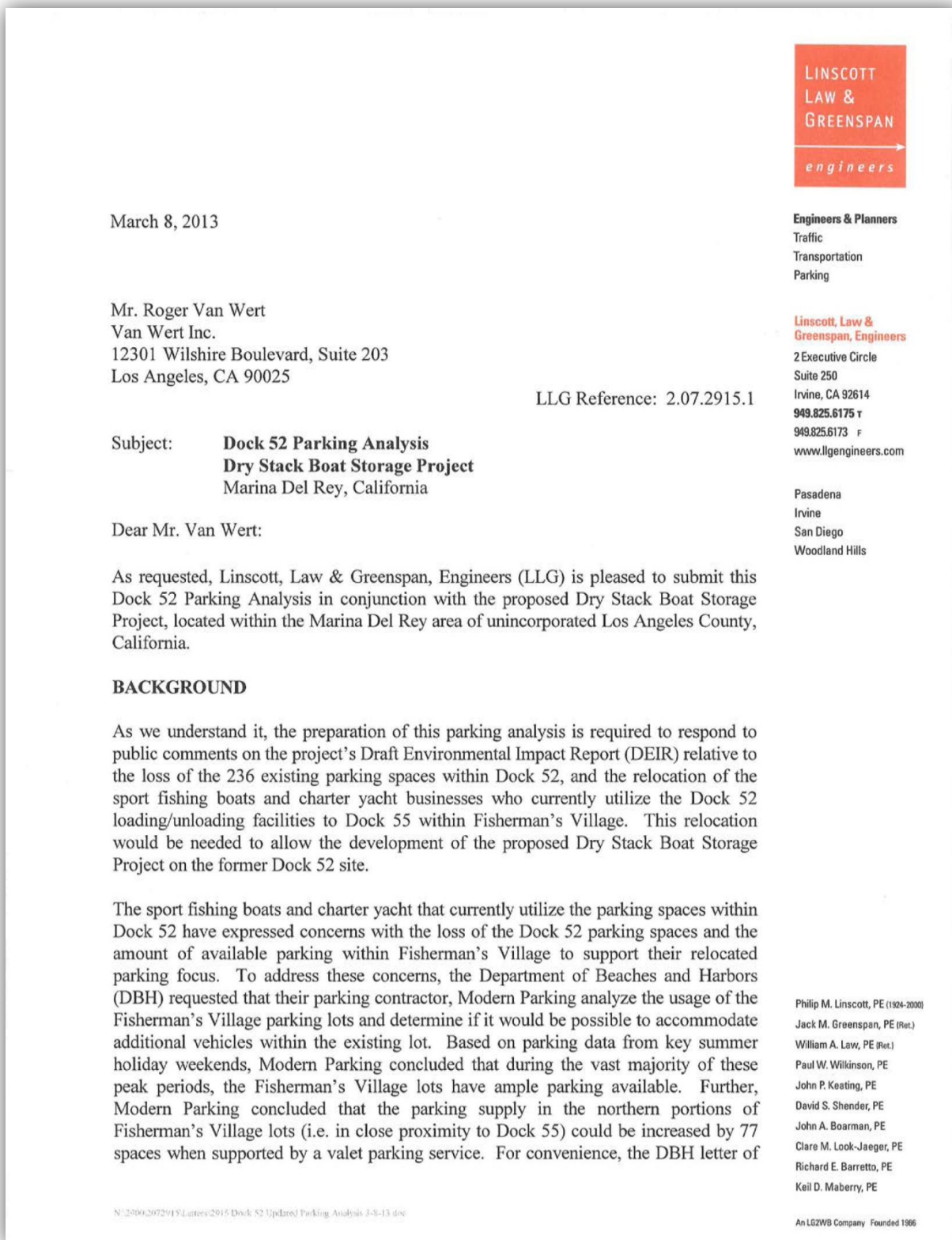


**Fishermans Village**  
**Current Space Surplus**



Date	Day	9:30 AM	12:30 PM	3:30 PM	7:30 PM	Average Occupancy	Peak Occupancy	% at Peak
27-May	Saturday	156	228	258	174	204	258	59%
28-May	Sunday	33	166	240	110	137	240	55%
4-Jul	Wednesday	48	59	350	438	224	438	100%
1-Sep	Saturday	22	194	259	220	174	259	59%
2-Sep	Sunday	52	192	320	283	212	320	73%
3-Sep	Monday	33	147	249	148	144	249	57%

**Appendix 4 - Dock 52 Parking Analysis dated March 8, 2013 by Linscott, Law & Greenspan Engineers**



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February 28, 2013, with Modern Parking Diagram 1 illustrating those parking space addition areas is attached as *Appendix A* of this letter.

Additionally, the DBH has worked with the sport fishing boats and charter yacht representatives through a series of meetings to determine an agreeable parking relocation solution.

Based on the results of these meetings, a solution was reached between the Department of Beaches and Harbors and the sport fishing boats/charter yacht representatives, as documented in the DBH letter dated February 28, 2013, that relocates the parking for only the charter yacht to Fisherman's Village (Dock 55) and relocates the parking for the sport fishing boats to Parcel 49M (Dock 77). The use of Dock 77 near Chase Park would be done on a temporary basis until Fisherman's Village is redeveloped and could better accommodate all of the sport fishing and charter yacht vessels and their passengers.

This parking analysis evaluates the parking implications of the near-term shift of charter passenger parking to Fisherman's Village and the focus of sport fishing passenger loading to Dock 77 to determine whether adequate parking will be provided within Parcel 49M and Fisherman's Village with the proposed parking relocations.

The Parking Analysis initially considers the existing parking activity within Dock 52 associated with the sport fishing boats and the charter yacht based on a theoretical (and conservative) design day, and further utilizes actual parking demand information contained within the *Right-Sizing Parking Study for the Public Parking Lots In Marina Del Rey*, prepared by RAJU Associates Inc. in June 2010 to realistically evaluate those needs. The existing parking activity within Parcel 49M and Fisherman's Village is also documented based on parking information contained within the RAJU study.

The observed parking demands of the sport fishing boats/Parcel 49M and the observed parking demands of the charter yacht/Fisherman's Village were respectively combined and reviewed to determine whether adequate parking will be provided with the relocation of the sport fishing boats to Parcel 49M and the relocation of the charter yacht to Fisherman's Village. For time periods when the total parking demand may exceed the parking supply in any of the lots affected by this relocation, this letter report identifies key components of a Parking Management Plan to be implemented by the County of Los Angeles for overflow parking.

Our method of analysis, findings, and conclusions are described in detail in the following sections of this report.

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March 8, 2013  
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#### EXISTING DOCK 52 THEORETICAL PARKING DEMAND

Based on information provided by the property agent, the sport fishing boats that currently utilize Dock 52 consist of the Spitfire, the New Del Mar, the Betty O and the Tortuga. FantaSea is the only charter yacht that currently utilizes Dock 52.

*Table 1*, attached to the rear of this letter report presents the theoretical design day parking analysis for Dock 52 associated with the sport fishing boats and charter yacht. As noted in the table, the analysis is based upon the maximum "comfortable" guests and weekly hourly operations, as provided by the appropriate property agent/representative. Each boat's "comfortable" capacity and hours of operation are summarized in the footnotes of *Table 1*. It should be noted that the "comfortable" capacity of each boat was utilized rather than the larger Coast Guard posted capacity because the "comfortable" capacity is consistent with each boat's functional daily operations (i.e. fishing, dining, etc.).

As shown, two alternatives are presented in this table. Alternative #1 includes the demand associated with the four sport fishing boats using an average vehicle occupancy (AVO) of 1.70 people per (parked) vehicle plus the demand associated with the FantaSea using an AVO of 2.00 people per (parked) vehicle for a corporate event. Alternative #2 utilizes the same demand for the sport fishing boats plus the demand associated with the FantaSea, however an AVO of 3.00 people per (parked) vehicle was utilized for the FantaSea to account for a wedding event.

Review of *Table 1* indicates that for Alternative #1, the maximum theoretical peak demand for the combined parking profiles of the sport fishing boats and the charter yacht is 186 spaces. For Alternative #2, the maximum theoretical combined peak demand is 147 spaces. With a current available parking supply of 236 spaces within Parcel 52, the parking supply has been more than adequate to meet the theoretical needs of the sport fishing boats and charter yacht.

#### EXISTING OBSERVED PARKING DEMAND

##### Dock 52 Observed Parking Demand

Moving on from the theoretical peak "design level" parking needs described above, *Table 2* presents the actual observed parking demand for Dock 52 associated with the sport fishing boats and the charter yacht as contained within the *Right-Sizing Parking Study for the Public Parking Lots In Marina Del Rey*, prepared by RAJU Associates

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Inc. in June 2010. The actual parking demand data was ranked and the 85<sup>th</sup> percentile, 90<sup>th</sup> percentile and 95<sup>th</sup> percentile peak demands were determined. From the ranking of observed parking demand values, the 85<sup>th</sup> percentile level is recommended by the 4<sup>th</sup> Edition of *Parking Generation*, published by the Institute of Transportation Engineers (ITE) as the basis of design. At that level, a parking facility would be of sufficient size on all but the equivalent of the peak 15% of its operating days in the year. The 90<sup>th</sup> percentile and 95<sup>th</sup> percentile values have also been identified, and represent an even more conservative design condition.

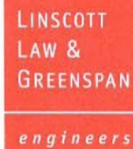
As shown in *Table 2*, a total of 13 weekend days (all of which are in the “summer” season of the year) were included in the RAJU parking study, with all of them except one occurring around the Memorial Day, 4<sup>th</sup> of July or Labor Day holidays, making the data a conservative basis to conduct this evaluation. The table is divided into three parking categories; “public”, “other” and “total”. Consistent with the RAJU study, “public” is defined as the parking provided for the benefit of the general public (including visitors to and residents of Marina Del Rey) for the sole purpose of utilizing and enjoying public facilities such as the beach, parks, recreational public uses and other specific attractions that are not commercial in nature. “Total” is defined as all the parking provided, which includes public spaces and commercial parking needs, including those of the sport fishing boats and charter yacht activities. The “public” and “total” columns are taken directly from the RAJU parking study. The “other” column is the difference between the “total” column and the “public” column. Based on the above definitions, it is inferred that the “other” column is associated with the sport fishing boats and the charter yacht uses. Although not all of the “other” parking demands may be related to the sport fishing boats and the charter yacht uses, this parking analysis conservatively assumes that they are.

Review of the yellow highlighted portion of *Table 2* shows that the “other” uses experienced a peak observed demand of 48 spaces on the low end, and a peak observed demand of 142 spaces on the high end. Ranking the data from lowest to highest reveals an 85<sup>th</sup> percentile peak observed demand of 126 spaces, a 90<sup>th</sup> percentile peak observed demand of 129 spaces and a 95<sup>th</sup> percentile peak observed demand of 135 spaces. Comparison of these actual observed peak demands to the theoretical peak demands presented previously in *Table 1* indicates that the sport fishing boats/charter yacht uses are currently operating at less than “comfortable” capacities as depicted in *Table 1*, even on their peak days.

*Figure 1* graphically illustrates the actual observed Dock 52 “other” uses parking demand on a percentile basis relative to the Alternative #1 theoretical peak demand

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and the Alternative #2 theoretical peak demand. As shown, the actual parking required for the sport fishing boats/charter yacht is 120 spaces or less for at least 80 percent of the "summer" season field study period.

*Table 3* takes the Dock 52 actual observed "other" parking demand shown in *Table 2* and splits the "other" demand amongst the sport fishing boats and charter yacht utilizing the sport fishing boats/charter yacht schedule and hourly theoretical parking demands presented previously in *Table 1*. Review of *Table 3* shows that at 10:00 AM and 1:00 PM the split applied to the "other" column is 100% for the sport fishing boats and 0% for the charter yacht. At 4:00 PM, the split is 60% for the sport fishing boats and 40% for the charter yacht, while at 8:00 PM the split is 20% for the sport fishing boats and 80% for the charter yacht. The split for the charter yacht at 10:00 AM and 1:00 PM is 0% because per the Charter Yacht representative, the charter yacht is not in operation until 5:00 PM. The following bullets describe how the splits were estimated for the 4:00 PM and 8:00 PM time periods.

- As shown previously in *Table 1*, at 4:00 PM the sport fishing boats have a theoretical parking demand of 64 spaces (109 guests), while the charter yacht has a theoretical parking demand of 38 spaces (76 guests) for a total theoretical parking demand of 102 spaces (185 guests). These aforementioned parking demands result in a 63% and 37% split for the sport fishing boats and charter yacht, respectively based on number of spaces and a 59% and 41% split for the sport fishing boats and charter yacht, respectively based on number of guests. Utilizing either number of spaces or number of guests results in similar parking splits. Therefore, the splits were generalized and a 60% factor was applied to the "other" column to determine the parking demand for the sport fishing boats and a 40% factor was applied to the "other" column to determine the parking demand for the charter yacht.
- As shown previously in *Table 1*, at 8:00 PM the sport fishing boats have a theoretical parking demand of 36 spaces (60 guests), while the charter yacht has a theoretical parking demand of 150 spaces (300 guests) for a total theoretical parking demand of 186 spaces (360 guests). These aforementioned parking demands result in a 19% and 81% split for the sport fishing boats and charter yacht, respectively based on number of spaces and a 17% and 83% split for the sport fishing boats and charter yacht, respectively based on number of guests. Utilizing either number of spaces or number of guests results in similar parking splits. Therefore, the splits were generalized and a 20% factor was applied to the "other" column to determine the parking demand for the sport fishing boats and

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an 80% factor was applied to the “other” column to determine the parking demand for the charter yacht.

#### **Fisherman’s Village Observed Parking Demand**

*Table 4* presents the actual observed parking demand for Fisherman’s Village as contained within the *Right-Sizing Parking Study for the Public Parking Lots In Marina Del Rey*, prepared by RAJU Associates Inc. in June 2010. The structure of this table is similar to *Table 2*.

Review of the yellow highlighted portion of *Table 4* shows that the “other” uses experienced a peak observed demand of 72 spaces on the low end and a peak observed demand of 435 spaces on the high end of the range. Ranking the data from lowest to highest reveals an 85<sup>th</sup> percentile peak observed demand of 360 spaces, a 90<sup>th</sup> percentile peak observed demand of 380 spaces and a 95<sup>th</sup> percentile peak observed demand of 383 spaces.

#### **Parcel 49M Observed Parking Demand**

*Table 5* presents the actual observed parking demand for Parcel 49M as contained within the *Right-Sizing Parking Study for the Public Parking Lots In Marina Del Rey*, prepared by RAJU Associates Inc. in June 2010. The structure of this table is similar to *Table 4*.

Review of the yellow highlighted portion of *Table 5* shows that Parcel 49M experienced a peak observed demand of 4 spaces on the low end and a peak observed demand of 77 spaces on the high end of the range. Ranking the data from lowest to highest reveals an 85<sup>th</sup> percentile peak observed demand of 45 spaces, a 90<sup>th</sup> percentile peak observed demand of 62 spaces and a 95<sup>th</sup> percentile peak observed demand of 67 spaces.

#### **COMBINED PARKING DEMAND**

##### **Sport Fishing Boats and Parcel 49M**

*Table 6* presents the combined parking demand of actual Parcel 49M parking utilization and the addition of demand associated with the relocation of the sport fishing boats to Parcel 49M to utilize Dock 77. Review of the yellow highlighted portion of *Table 6* shows that when combined with the relocated sport fishing boat

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uses, Parcel 49M would experience a peak demand of 15 spaces on the low end, and a peak demand of 218 spaces on the high end. Ranking the data from lowest to highest reveals an 85<sup>th</sup> percentile peak combined demand of 149 spaces, a 90<sup>th</sup> percentile peak demand of 162 spaces and a 95<sup>th</sup> percentile peak demand of 167 spaces.

Based on an existing parking supply of 140 spaces for Parcel 49M, as documented in the RAJU parking study, the use of overflow parking within adjacent Parcel 49R will be required to at least satisfy the 85<sup>th</sup> percentile peak demand levels and above. A total of 9 spaces, 22 spaces and 27 spaces would need to be utilized within adjacent Parcel 49R to satisfy the 85<sup>th</sup> percentile, 90<sup>th</sup> percentile and 95<sup>th</sup> percentile peak demands, respectively. A review of the parking information contained within the RAJU parking study for Parcels 49R indicates that this parcel has adequate surplus parking available for an additional 9 spaces to 27 spaces. It should be noted that of the 13 weekend days included in the RAJU data set, the 140 space parking supply within Parcel 49M would only be exceeded in some portion of the 6 days out of the 13 "summer" season days studied (orange highlighted portion of *Table 6*), which are for the most part summer holiday weekends.

In reviewing the parking demand values of *Table 6* versus the time-of-day sport fishing operating patterns of *Table 1*, it is evident that the 1:00 PM timeframe is projected to have the greatest potential for a parking shortfall (6 days), with the 10:00 AM period having a shortfall on three of those peak "summer" season days. While the addition of sport fishing parking activity may contribute to this overall shortfall, on a parking logistics basis, and due to the early-in-the-day arrival pattern of sport fishing, they are likely to be fully accommodated in Parcel 49M, with the shortfall occurring to existing parkers in that Parcel who may now (and in the future) arrive later than the early-morning departure of sport fishing departure from Dock 77.

*Figure 2* graphically illustrates the sport fishing boats and Parcel 49M combined parking demand on a percentile basis relative to the existing parking supply within Parcel 49M. As shown in *Figure 2*, the actual parking required for both the relocated sport fishing boats and Parcel 49M is 139 spaces or less for at least three quarters (77 percent) of the weekend operating year (i.e. 104 days). Therefore, based on the above results, County staff may have to implement a Parking Management Plan at most roughly one-quarter (23 percent) of the weekend operating days (or 24 days) following the relocation of the sport fishing boat uses to Dock 77 within Parcel 49M to access/utilize up to 27 spaces within adjacent Parcel 49R for sport fishing boats parking support. The County-implemented Parking Management Plan should consider inclusion of the following elements:

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- Utilize the parking spaces that are located the furthest away from the boat launch ramps. It is recommended that the parking spaces located in the northeast corner of the parking lot be utilized to provide (as needed) overflow parking for sport boat fishing.
- Provide a parking attendant and or signage within the overflow parking area (when in use) to direct patrons were to park within Parcel 49R.

#### **Charter Yacht and Fisherman's Village**

*Table 7* presents the combined parking demand of actual Fisherman's Village parking utilization and the addition of demand associated with the relocation of the charter yacht to Dock 55 within Fisherman's Village. Review of the yellow highlighted portion of *Table 7* shows that when combined with the relocated charter yacht uses, Fisherman's Village would experience a peak demand of 83 spaces on the low end, and a peak demand of 539 spaces on the high end. Ranking the data from lowest to highest reveals an 85<sup>th</sup> percentile peak combined demand of 455 spaces, a 90<sup>th</sup> percentile peak demand of 466 spaces and a 95<sup>th</sup> percentile peak demand of 492 spaces.

Based on an existing parking supply of 502 spaces for Fisherman's Village, as documented in the RAJU parking study, adequate parking will be provided in Fisherman's Village to at least satisfy the 95<sup>th</sup> percentile peak demand levels and below. Of the 13 "summer" season weekend days included in the RAJU data set, the 502-space existing parking supply would be exceeded on only 1 day out of the 13 days studied (orange highlighted portion of *Table 7*), which are for the most part summer holiday weekends.

*Figure 3* graphically illustrates the charter yacht and Fisherman's Village combined parking demand on a percentile basis relative to the existing parking supply within Fisherman's Village. As shown in *Figure 3*, the actual parking required for both the relocated charter yacht and Fisherman's Village is 496 spaces or less for at least 98 percent of the weekend operating year (i.e. 104 days). However, with implementation of the Parking Management Plan (valet option) identified by Modern Parking, Inc., which will provide an additional 77 parking spaces within Fisherman's Village for a total of 579 spaces, adequate parking will be provided.

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## CONCLUSION

In conclusion, based on our evaluation, the actual parking required for both the relocated sport fishing boats and Parcel 49M is 139 spaces or less for at least three quarters (77 percent) of the weekend operating year (i.e. 104 days). Therefore, based on the above results, County staff may have to implement a Parking Management Plan roughly one-quarter (23 percent) of the "summer" season weekend operating days with the relocation of the sport fishing boat uses to Dock 77 within Parcel 49M. On those peak operating days, parking demand otherwise focused to Parcel 49M (Lot 4) can be expected to use up to 27 spaces within adjacent Parcel 49R.

Based on our evaluation, the actual parking required for the relocated charter yacht and existing peak parking demands within Fisherman's Village would essentially equal the existing parking supply of 502 spaces or less for at least 98 percent of the "summer" season weekend operating condition. The maximum demand in the Fisherman's Village lots is projected at 539 spaces which, with implementation of the Parking Management Plan (valet option) identified by Modern Parking, Inc. (providing an additional 77 parking spaces within Fisherman's Village for a total of 579 spaces) would balance with the operational supply to be available there.

This completes our parking analysis. If there are any questions, or you require any additional information, please do not hesitate to call us.

Sincerely,

**Linscott, Law & Greenspan, Engineers**

A handwritten signature in blue ink, appearing to read "Paul W. Wilkinson".

Paul W. Wilkinson, P.E.  
Principal

A handwritten signature in blue ink, appearing to read "Daniel A. Kloos".

Daniel A. Kloos, P.E.  
Senior Transportation Engineer

Attachments



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TABLE 1  
THEORETICAL DESIGN DAY PARKING ANALYSIS - MAXIMUM "COMFORTABLE" GUESTS  
Dry Stack Boat Storage, Marina del Rey

Land Use	Sport Fishing										Alternative #1				Alternative #2			
	(1)		(2)		(3)		(4)		(5)		(6)		(7)		(8)		(9)	
	Number of Spaces	Number of Guests	Number of Spaces	Number of Guests	Number of Spaces	Number of Guests	Number of Spaces	Number of Guests	Number of Spaces	Number of Guests	Number of Spaces	Number of Guests	Number of Spaces	Number of Guests	Number of Spaces	Number of Guests	Number of Spaces	Number of Guests
Capacity	44	75	0	0	0	0	12	20	56	95	0	0	56	95	0	0	0	0
A.V.O. [a]	44	75	53	90	10	17	12	20	119	202	0	0	119	202	0	0	0	0
Gross	44	75	53	90	38	65	12	20	147	250	0	0	147	250	0	0	0	0
Spaces	44	75	53	90	38	65	12	20	147	250	0	0	147	250	0	0	0	0
Time of Day	44	75	53	90	38	65	12	20	147	250	0	0	147	250	0	0	0	0
6:00 AM	44	75	53	90	38	65	12	20	147	250	0	0	147	250	0	0	0	0
7:00 AM	44	75	53	90	38	65	12	20	147	250	0	0	147	250	0	0	0	0
8:00 AM	44	75	53	90	38	65	12	20	147	250	0	0	147	250	0	0	0	0
9:00 AM	44	75	53	90	38	65	12	20	147	250	0	0	147	250	0	0	0	0
10:00 AM	44	75	53	90	38	65	12	20	147	250	0	0	147	250	0	0	0	0
11:00 AM	44	75	53	90	38	65	12	20	147	250	0	0	147	250	0	0	0	0
12:00 PM	44	75	53	90	38	65	12	20	147	250	0	0	147	250	0	0	0	0
1:00 PM	44	75	53	90	38	65	12	20	147	250	0	0	147	250	0	0	0	0
2:00 PM	44	75	53	90	38	65	12	20	147	250	0	0	147	250	0	0	0	0
3:00 PM	44	75	53	90	10	17	3	5	110	187	0	0	110	187	0	0	0	0
4:00 PM	11	19	53	90	0	0	0	0	64	109	38	76	102	185	25	75	89	184
5:00 PM	0	0	13	22	0	0	0	0	13	22	150	300	163	322	100	300	113	322
6:00 PM	11	18	13	22	9	15	3	5	36	60	150	300	186	360	50	300	136	360
7:00 PM	11	18	13	22	9	15	3	5	36	60	150	300	186	360	50	300	136	360
8:00 PM	11	18	13	22	9	15	3	5	36	60	150	300	186	360	50	300	136	360
9:00 PM	11	18	13	22	9	15	3	5	36	60	150	300	186	360	50	300	136	360
10:00 PM	11	18	13	22	9	15	3	5	36	60	150	300	186	360	50	300	136	360
11:00 PM	11	18	13	22	9	15	3	5	36	60	150	300	186	360	50	300	136	360
12:00 AM	11	18	13	22	9	15	3	5	36	60	38	76	74	136	25	75	61	135
Surplus (Deficiency)																		
(11)																		
Comparison w/ Parking Supply																		
236 Spaces																		

Notes:

[a] Assumes an A.V.O. of 1.70 people/vehicle for the Sport Fishing Boat as provided by the Charter Boat property agent. Assumes an A.V.O. of 2.00 people/vehicle for the Fantasea Charter Yacht Alternative #1 (corporate events) as provided by the Charter Yacht representative.

[b] Assumes an A.V.O. of 3.00 people/vehicle for the Fantasea Charter Yacht Alternative #2 (weddings) as provided by the Charter Yacht representative.

[c] The Sport Fishing Boat operates seven days per week from 6:00 AM to 5:00 PM with a 7.5 person "comfortable" capacity and from 6:00 PM to 12:00 AM with a usage of 18 people. Source: Charter Boat property agent.

[d] The New Del Mar operates seven days per week from 7:00 AM to 12:00 PM with a 90 person "comfortable" capacity and from 12:00 PM to 5:00 PM with a usage of 18 people. Source: Charter Boat property agent.

[e] The Betty O operates six days per week (not Tuesdays) from 8:00 AM to 3:00 PM with a 4.0 person "comfortable" capacity and from 6:00 PM to 12:00 AM with a usage of 22 people. Source: Charter Boat property agent.

[f] The Tongva is assumed to operate seven days per week from 6:00 AM to 3:00 PM with a 20 person "comfortable" capacity and from 6:00 PM to 12:00 AM with a usage of 5 people.

[g] The Fantasea is assumed to operate from 5:00 PM to 12:00 AM with a 300 person "comfortable" capacity. Source: Charter Yacht representative.



TABLE 2  
ACTUAL OBSERVED PARKING DEMAND - DOCK 52 [a]  
Dry Stack Boat Storage, Marina Del Rey

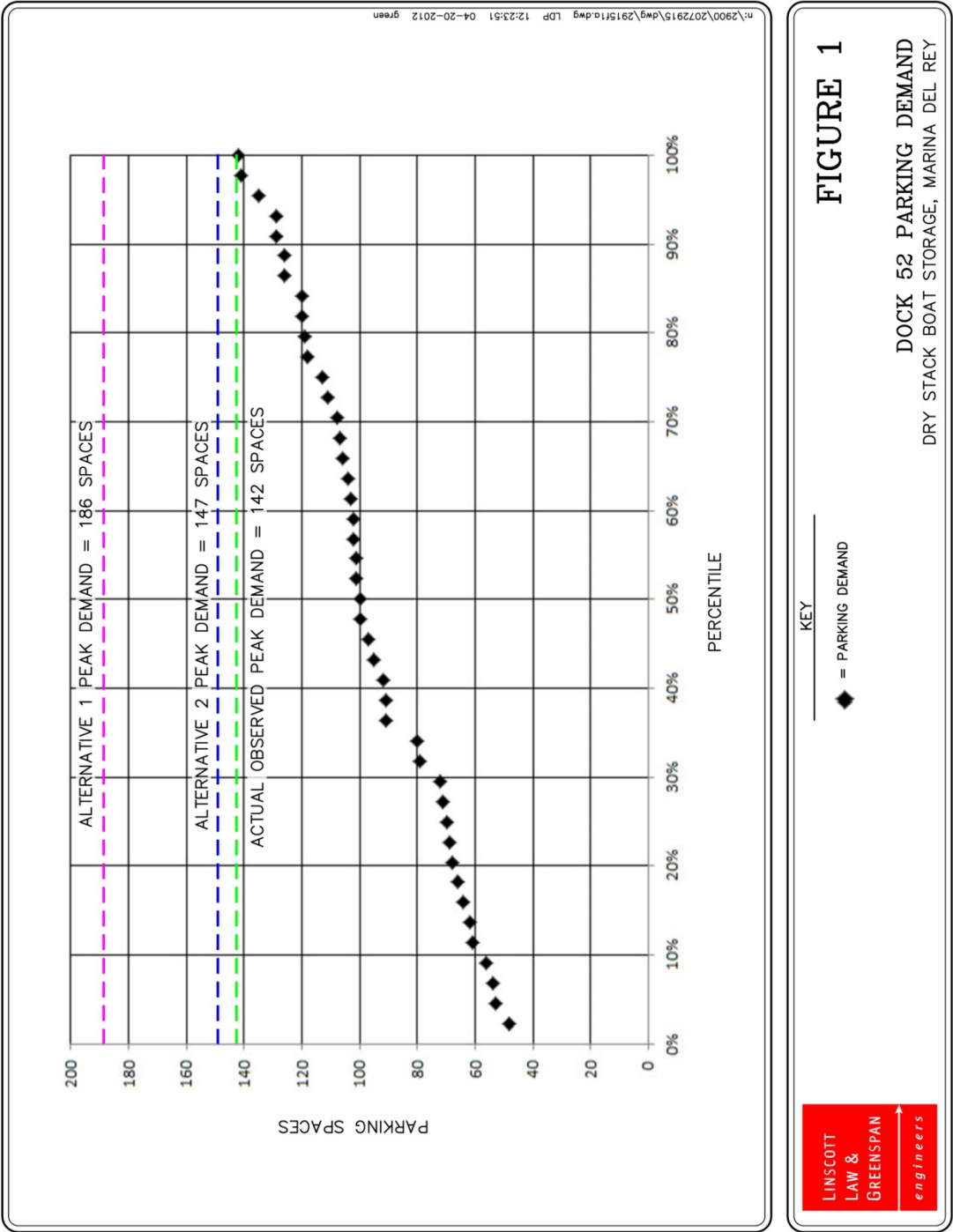
Day of Week	Date	Dock 52 Occupied Spaces [b]										Other Occupied Spaces				Other Occupied Spaces 85th / 90th / 95th Peak Demand	
		10:00 AM		1:00 PM		4:00 PM		8:00 PM		Total	Public	Other	Ranked Highest to Lowest				
		Public	Other	Total	Public	Other	Total	Public	Other				Total	10:00 AM	1:00 PM		4:00 PM
Saturday	5/28/2005	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	129	141	142	113
Sunday	5/29/2005	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	120	135	129	79
Saturday	7/2/2005	70	104	174	62	91	153	54	80	134	53	79	132	118	126	126	70
Sunday	7/3/2005	69	102	171	75	111	186	88	129	217	38	56	94	108	120	119	69
Saturday	9/3/2005	68	100	168	61	91	152	49	72	121	33	48	81	107	111	103	68
Sunday	9/4/2005	88	129	217	95	141	236	80	119	199	42	61	103	106	102	100	66
Saturday	5/26/2007	71	106	177	65	97	162	63	92	155	44	66	110	104	101	95	62
Sunday	5/27/2007	73	107	180	81	120	201	86	126	212	36	53	89	102	97	92	61
Saturday	9/1/2007	73	108	181	68	101	169	64	95	159	46	69	115	101	91	80	56
Sunday	9/2/2007	82	120	202	86	126	212	97	142	239	76	113	189	100	91	72	53
Saturday	11/3/2007	44	64	108	48	71	119	37	54	91	46	68	114	64	71	54	48
Saturday	9/5/2009	68	101	169	69	102	171	68	100	168	48	70	118	N/A	N/A	N/A	N/A
Sunday	9/6/2009	80	118	198	91	135	226	70	103	173	42	62	104	N/A	N/A	N/A	N/A

Notes:

[a] Source: Right-Sizing Parking Study for the Public Parking Lots in Marina Del Rey, prepared by RAU Associates Inc., June 2010.

[b] The "Public" and "total" columns are taken directly from the RAU Parking Study. The "other" column is the difference between the "total" column and the "public" column.

### = The highest and lowest observed non public occupied spaces



Boat Central – Parcel 52, Marina del Rey



TABLE 4  
ACTUAL OBSERVED PARKING DEMAND - FISHERMAN'S VILLAGE [a]  
Dry Stack Boat Storage, Marina Del Rey

Day of Week	Date	Fishermans Village Occupied Spaces [b]						Other Occupied Spaces Ranked Highest to Lowest				Other Occupied Spaces 85th / 90th / 95th Peak Demand					
		10:00 AM		1:00 PM		4:00 PM		8:00 PM		10:00 AM	1:00 PM		4:00 PM	8:00 PM			
		Public	Other	Total	Public	Other	Total	Public	Other	Total	Public	Other	Total	Public	Other	Total	
Saturday	5/28/2005	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	193	430	435	380
Sunday	5/29/2005	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	179	380	383	351
Saturday	7/2/2005	14	95	109	28	195	223	25	171	196	27	185	212	172	360	360	336
Sunday	7/3/2005	11	72	83	38	266	304	42	289	331	33	231	264	169	355	358	328
Saturday	9/3/2005	17	119	136	37	257	294	41	282	323	36	248	284	168	348	348	324
Sunday	9/4/2005	24	168	192	51	355	406	47	327	374	55	222	277	128	316	347	248
Saturday	5/26/2007	15	107	122	44	302	346	50	347	397	51	351	402	119	302	327	231
Sunday	5/27/2007	25	172	197	51	348	399	52	358	410	47	324	371	113	266	289	223
Saturday	9/1/2007	16	113	129	46	316	362	52	360	412	49	336	385	107	257	282	222
Sunday	9/2/2007	28	193	221	52	360	412	56	383	439	48	328	376	95	238	247	185
Saturday	11/3/2007	18	128	146	34	238	272	36	247	283	32	223	255	72	195	171	178
Sunday	9/5/2009	26	179	205	55	380	435	51	348	399	55	380	435	N/A	N/A	N/A	N/A
Sunday	9/6/2009	25	169	194	62	430	492	63	435	498	26	178	204	N/A	N/A	N/A	N/A

Notes:

[a] Source: Right-Size Parking Study for the Public Parking Lots in Marina Del Rey, prepared by RAJU Associates Inc., June 2010.

[b] The "public" and "total" columns are taken directly from the RAJU Parking Study. The "other" column is the difference between the "total" column and the "public" column.

### = The highest and lowest observed non public occupied spaces





TABLE 5  
ACTUAL OBSERVED PARKING DEMAND - PARCEL 49M [a]  
Dry Stack Boat Storage, Marina Del Rey

Day of Week	Date	Parcel 49M Occupied Spaces				Occupied Spaces				Occupied Spaces 85th / 90th / 95th Peak Demand
		10:00 AM	1:00 PM	4:00 PM	8:00 PM	10:00 AM	1:00 PM	4:00 PM	8:00 PM	
Saturday	5/28/2005	20	22	16	10	67	77	75	58	85th = 45 Occupied Spaces
Sunday	5/29/2005	23	40	34	12	62	76	64	46	
Saturday	7/2/2005	15	28	18	5	31	43	45	28	
Sunday	7/3/2005	15	26	34	4	26	40	37	16	
Saturday	9/3/2005	62	76	64	58	25	38	34	14	90th = 62 Occupied Spaces
Sunday	9/4/2005	67	77	75	46	23	36	34	12	
Saturday	5/26/2007	26	38	23	4	21	29	32	10	
Sunday	5/27/2007	17	29	32	16	20	28	28	9	
Saturday	9/1/2007	31	43	28	9	17	27	24	9	95th = 67 Occupied Spaces
Sunday	9/2/2007	21	36	45	28	15	26	23	6	
Saturday	11/3/2007	25	27	24	14	15	24	18	5	
Sunday	9/5/2009	8	18	13	6	9	22	16	4	
Sunday	9/6/2009	9	24	37	9	8	18	13	4	

Notes:

[a] Source: Right-Sizing Parking Study for the Public Parking Lots In Marina Del Rey, prepared by RAU Associates Inc., June 2010.

### = The highest and lowest observed non public occupied spaces



TABLE 6  
ACTUAL OBSERVED COMBINED PARKING DEMAND - SPORT FISHING BOATS AND PARCEL 49M  
Dry Stack Boat Storage, Marina Del Rey

Day of Week	Date	Sport Fishing Boats and Parcel 49M Occupied Spaces															Sport Fishing Boats and Parcel 49M				Occupied Spaces 85th / 90th / 95th Peak Demand
		10:00 AM					4:00 PM					8:00 PM					Sport Fishing Boats and Parcel 49M Occupied Spaces Ranked Highest to Lowest				
		Sport Fishing Boats	Parcel 49M	Total	Comparison to Parcel 49M Supply 140 Spaces		Sport Fishing Boats	Parcel 49M	Total	Comparison to Parcel 49M Supply 140 Spaces		Sport Fishing Boats	Parcel 49M	Total	Comparison to Parcel 49M Supply 140 Spaces						
					49M Supply	140 Spaces				49M Supply	140 Spaces				49M Supply	140 Spaces					
Saturday	5/28/2005	N/A	20	N/A	N/A	N/A	22	N/A	N/A	16	N/A	N/A	N/A	10	N/A	68	85th = 149 Occupied Spaces				
Sunday	5/29/2005	N/A	23	N/A	N/A	N/A	40	N/A	N/A	34	N/A	N/A	N/A	12	N/A	58					
Saturday	7/2/2005	104	15	119	21	91	28	119	21	48	18	66	74	16	5	21		51			
Sunday	7/3/2005	102	15	117	23	111	26	137	3	77	34	111	29	11	4	15	28	90th = 162 Occupied Spaces			
Saturday	9/3/2005	100	62	162	-22	91	76	167	-27	43	64	107	33	10	58	68	27				
Sunday	9/4/2005	129	67	196	-56	141	77	218	-78	71	75	146	-6	12	46	58	23				
Saturday	5/26/2007	106	26	132	8	97	38	135	5	55	23	78	62	13	4	17	21	95th = 167 Occupied Spaces			
Sunday	5/27/2007	107	17	124	16	120	29	149	-9	76	32	108	32	11	16	27	21				
Saturday	9/1/2007	108	31	139	1	101	43	144	-4	57	28	85	55	14	9	23	20				
Sunday	9/2/2007	120	21	141	-1	126	36	162	-22	85	45	130	10	23	28	51	17	95th = 167 Occupied Spaces			
Saturday	11/3/2007	64	25	89	51	71	27	98	42	32	24	56	84	14	14	28	15				
Saturday	9/5/2009	101	8	109	31	102	18	120	20	60	13	73	67	14	6	20	N/A				
Sunday	9/6/2009	118	9	127	13	135	24	159	-19	62	37	99	41	12	9	21	N/A				

Notes:

### = The highest and lowest observed occupied spaces  
### = Parking shortfall

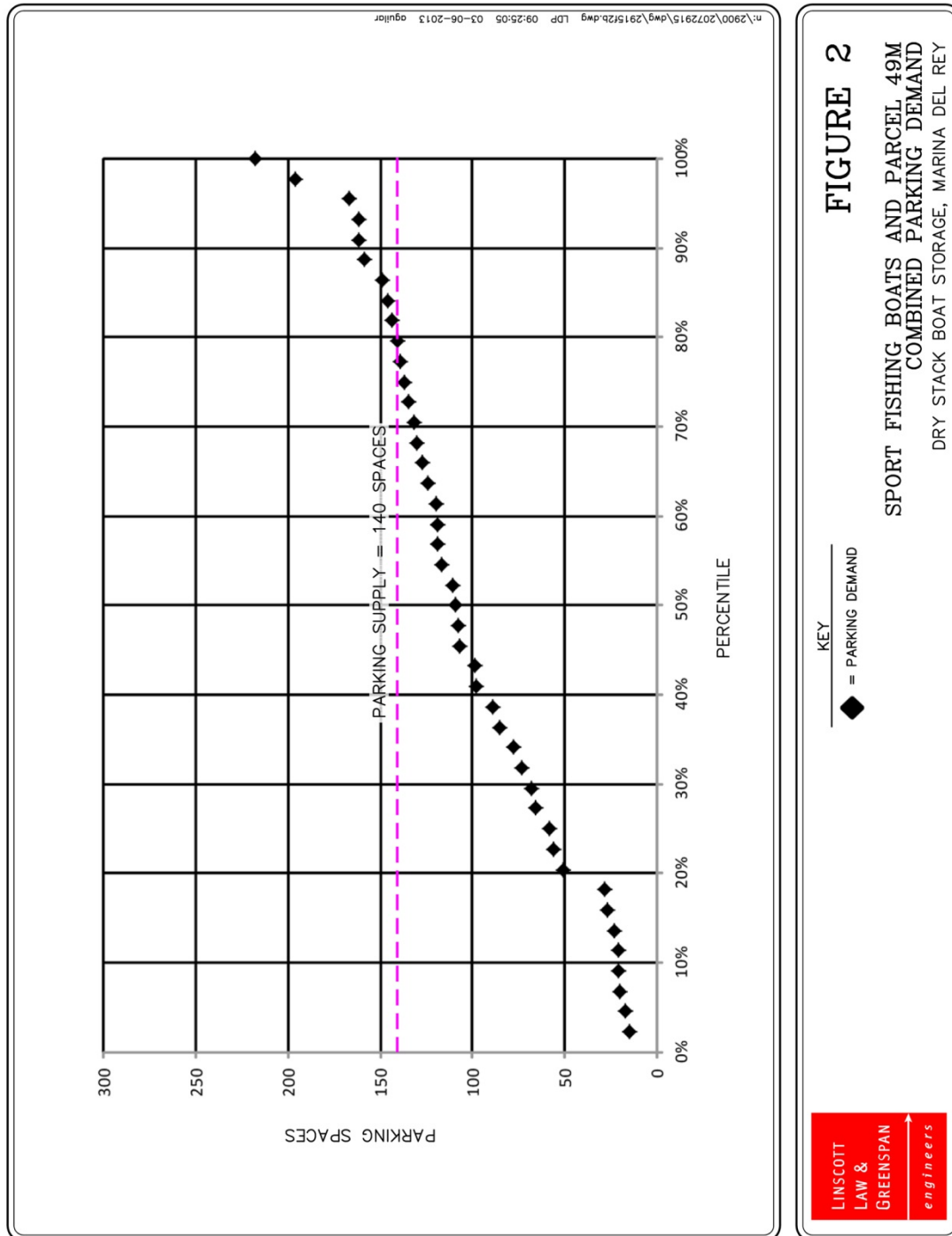


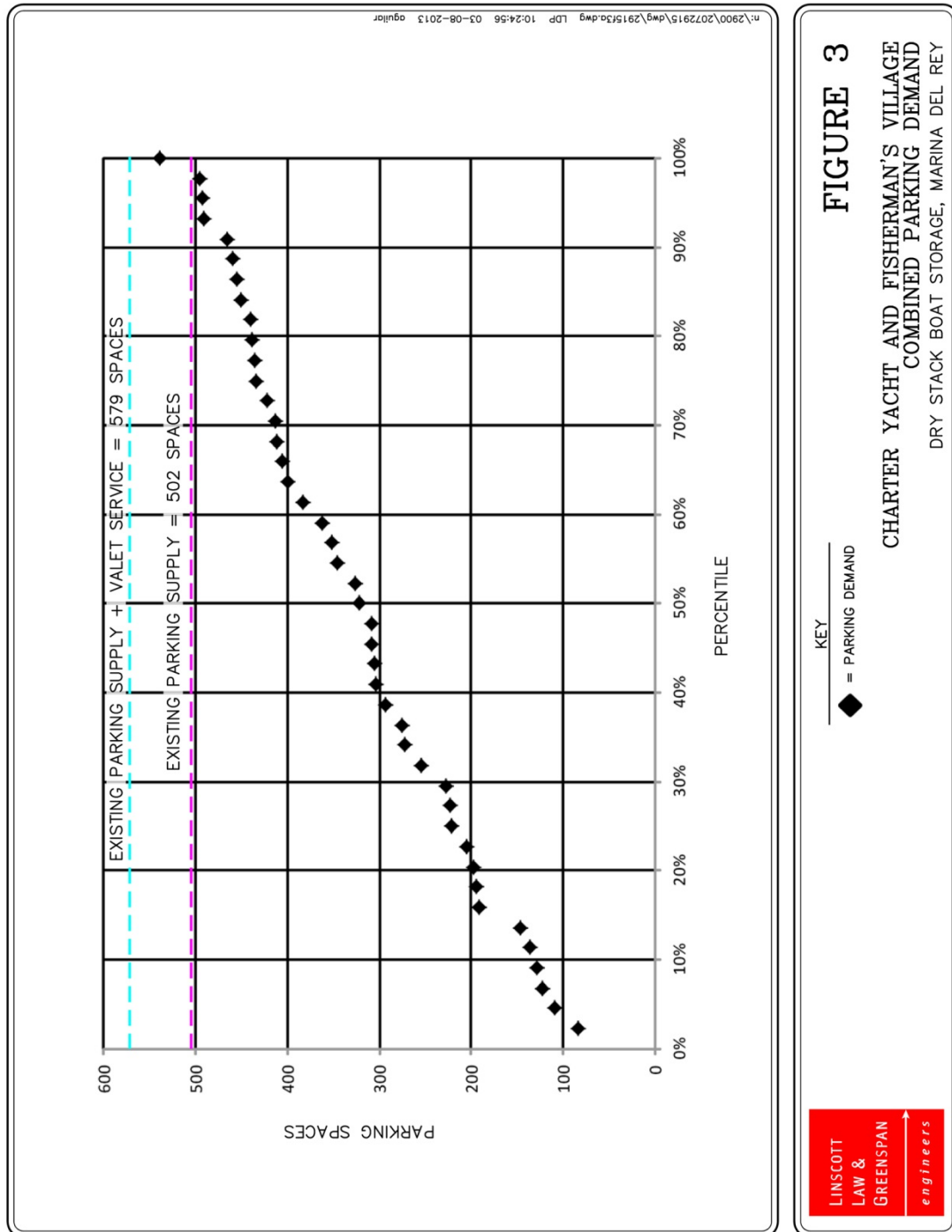


TABLE 7  
ACTUAL OBSERVED COMBINED PARKING DEMAND - CHARTER YACHT AND FISHERMANS VILLAGE  
Dry Stack Boat Storage, Marina Del Rey

Day of Week	Date	Charter Yacht and Fisherman's Village Occupied Spaces																		Occupied Spaces Ranked Highest to Lowest	Occupied Spaces 85th / 90th / 95th Peak Demand						
		10:00 AM						1:00 PM						4:00 PM													
		Charter Yacht	Fish Village	Total	Comparison To Fish Vill Supply 502 Spaces	Charter Yacht	Fish Village	Total	Comparison To Fish Vill Supply 502 Spaces	Charter Yacht	Fish Village	Total	Comparison To Fish Vill Supply 502 Spaces	Charter Yacht	Fish Village	Total	Comparison To Fish Vill Supply 502 Spaces										
Saturday	5/28/2005	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	221	492	539	491	
Saturday	5/29/2005	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	205	435	496	466	
Saturday	7/2/2005	0	109	109	393	0	223	223	279	52	331	383	119	45	264	309	194	63	212	275	227	197	412	460	450	440	455
Saturday	9/3/2005	0	83	83	419	0	304	304	198	32	331	383	119	45	264	309	194	63	212	275	227	197	412	460	450	440	455
Saturday	9/4/2005	0	136	136	366	0	294	294	208	29	323	352	150	38	284	322	180	192	399	439	413	192	399	439	413		
Saturday	9/5/2005	0	192	192	310	0	406	406	96	48	374	422	80	49	277	326	176	146	362	434	326	146	362	434	326		
Saturday	5/26/2007	0	122	122	380	0	346	346	156	37	397	434	68	53	402	455	47	136	346	422	322	136	346	422	322		
Saturday	5/27/2007	0	197	197	305	0	399	399	103	50	410	460	42	42	371	413	89	129	304	383	309	129	304	383	309		
Saturday	9/1/2007	0	129	129	373	0	362	362	140	38	412	450	52	55	385	440	62	109	272	294	352	109	272	294	352		
Saturday	9/2/2007	0	221	221	281	0	412	412	90	57	439	496	6	90	376	466	36	83	223	228	254	83	223	228	254		
Saturday	11/3/2007	0	146	146	356	0	272	272	230	22	283	305	197	54	255	309	193	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Saturday	9/5/2009	0	205	205	297	0	435	435	67	40	399	439	63	56	435	491	11	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Saturday	9/6/2009	0	194	194	308	0	492	492	10	41	498	539	-37	50	204	254	248	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	

Notes:

### = The highest and lowest observed occupied spaces  
### = Parking shortfall



## APPENDIX A

### DBH LETTER – FEBRUARY 28, 2013

LINSCOTT, LAW & GREENSPAN, *engineers*

LLG Ref. 2-07-2915-1  
Dry Stack Boat Storage Project, Marina Del Rey  
N:\2900\2072915\Letters\2915 Appendix Cover.doc



*To enrich lives through effective and caring service*



Santos H. Kreimann  
Director

Kerry Silverstrom  
Chief Deputy

Gary Jones  
Deputy Director

February 28, 2013

Ms. Anita Gutierrez  
Department of Regional Planning  
Special Projects Section, Room 1362  
320 W. Temple Street  
Los Angeles, CA 90012

Dear Ms. Gutierrez:

**FINAL ENVIRONMENTAL IMPACT REPORT FOR THE BOAT CENTRAL PROJECT**

This letter is a follow-up response to the August 6, 2012 letter that I previously sent you on the Boat Central project proposed for Parcel 52 in Marina del Rey. In that letter, I discussed the Department of Beaches and Harbors' (DBH) plan to replace Dock 55 near Fisherman's Village, and use it to serve all of the boats that currently use Dock 52. I further stated that based on the Raju & Associates *Right-Sizing Parking Study*, the Fiji Way Activity Area where Fisherman's Village is located has ample parking for all of the existing and proposed uses in the area.

On November 20, 2012, the Board of Supervisors held a hearing on amending the lease option agreement to facilitate the development of the Boat Central project. At that hearing, the Board directed DBH to continue to work with area boat charter operators to come up with a suitable plan for the relocation of those portions of their operations which would be affected by the potential development on Parcel 52.

In preparation for these meetings, DBH requested that our parking contractor, Modern Parking, analyze the usage of the Fisherman's Village parking lots, and determine if it were possible to accommodate additional vehicles within the existing lots. Modern Parking analyzed parking data during the peak holiday period, including Memorial Day weekend, the Fourth of July, and Labor Day weekends, and found that during the vast majority of even these peak periods, the Fisherman's Village lots have ample space available. Modern Parking further explained that by restriping the northern portions of the lots, and utilizing a valet service during peak periods, an additional 77 parking spaces could be added (see attachment). DBH determined that any strain on the Fisherman's Village parking lots could further be reduced by having the sportfishing vessels load and unload their passengers at Dock 77, near Chace Park, rather than at Fisherman's Village. This would be done on a temporary basis, until Fisherman's Village is redeveloped and can better accommodate all of the vessels and their passengers.

13837 Fiji Way • Marina del Rey • CA 90292 • 310.305.9503 • fax 310.821.6345 • [beaches.lacounty.gov](http://beaches.lacounty.gov)



Ms. Anita Gutierrez  
February 28, 2013  
Page 2

DBH has met with representatives of the boat charter operators and presented to them the findings from Modern Parking, and the proposed solutions of restriping the Fisherman's Village lots and relocating the sportfishing vessels. Specifically, DBH met a representative from Marina del Rey Sportfishing on December 20<sup>th</sup>, representatives from Hornblower and Tiki Mermaid on January 15<sup>th</sup>, and a representative from FantaSea on January 22<sup>nd</sup>, to discuss their individual needs. All of the operators that DBH met with agreed that the solutions presented were feasible alternatives for relocating the vessels that are currently utilizing Dock 52. DBH will ensure that the Fisherman's Village parking lots are restriped, and that Dock 77 is in adequate condition to accommodate the sportfishers, prior to any construction beginning on Parcel 52. These conditions will remain in place until the reconstruction of Fisherman's Village occurs.

Please feel free to contact me at (310) 305-9537, if you have any questions.

Very truly yours,

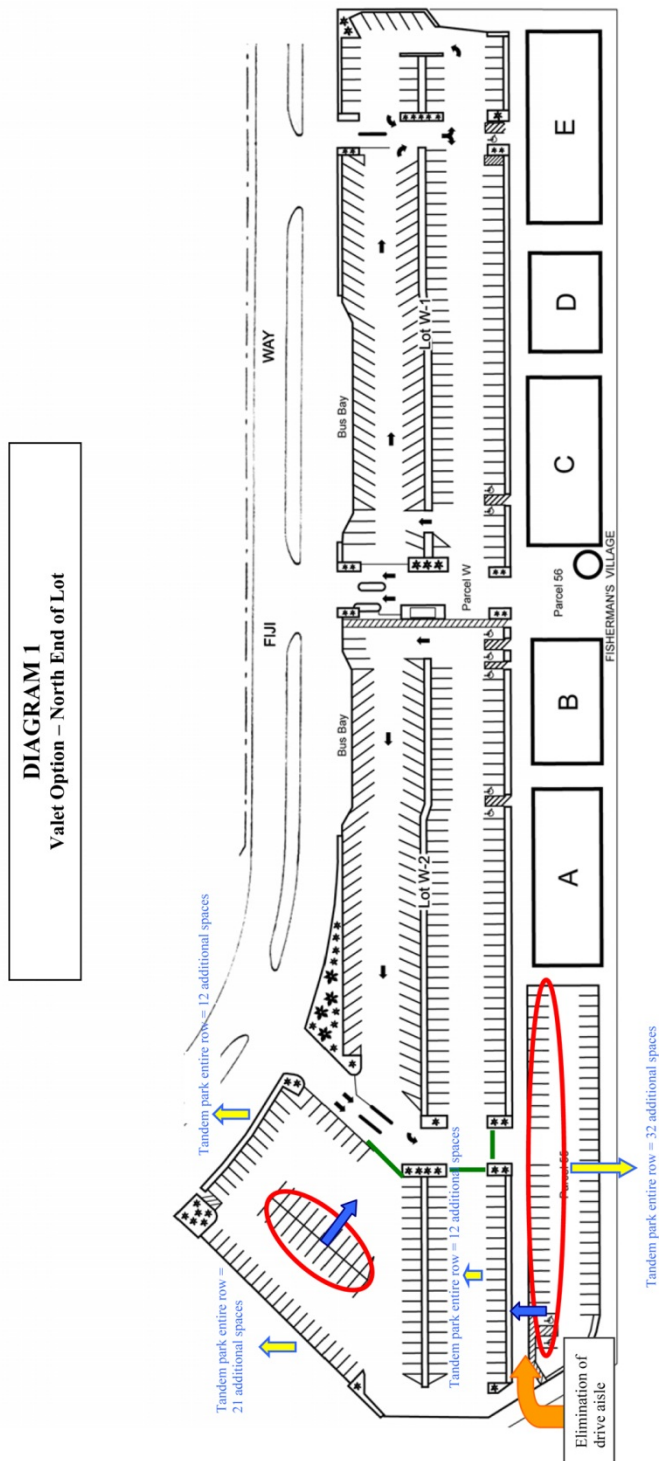
A handwritten signature in blue ink that reads "Michael Tripp".

Michael Tripp, Planning Specialist

CM:MT:ng

Attachment





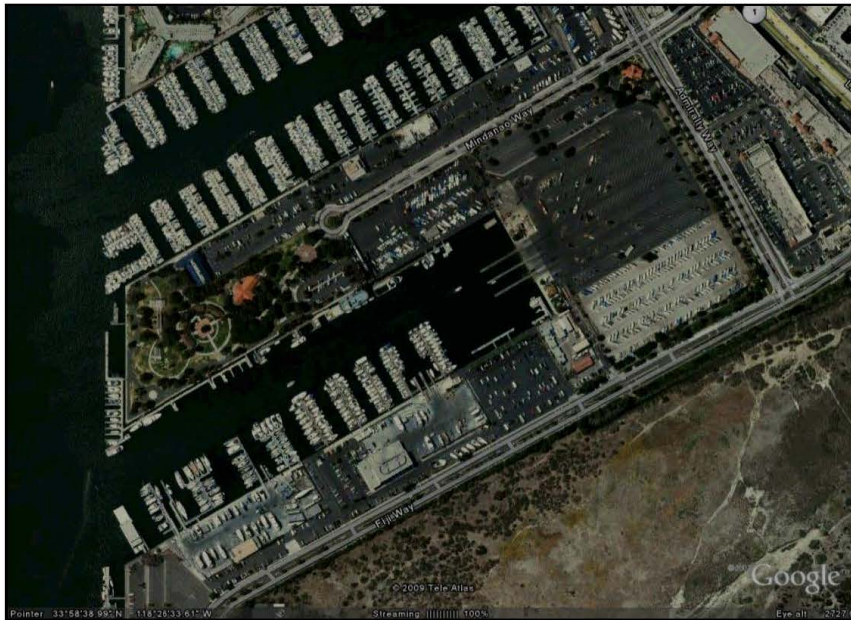
**Fishermans Village**  
**Current Space Surplus**



Date	Day	9:30 AM	12:30 PM	3:30 PM	7:30 PM	Average Occupancy	Peak Occupancy	% at Peak
27-May	Saturday	156	228	258	174	204	258	59%
28-May	Sunday	33	166	240	110	137	240	55%
4-Jul	Wednesday	48	59	350	438	224	438	100%
1-Sep	Saturday	22	194	259	220	174	259	59%
2-Sep	Sunday	52	192	320	283	212	320	73%
3-Sep	Monday	33	147	249	148	144	249	57%

**Appendix 5a – Basin H Vessel Traffic Study Dated July 2012 by Bluewater Design Group**

**MARINA del REY**  
**BASIN H**  
**VESSEL TRAFFIC STUDY**



*Prepared For*

**LA County Department of Beaches and Harbors**  
**Marina del Rey, California**

*Prepared by:*  
**BLUEwater Design Group**  
San Pedro, California

**July, 2012**

## Basin H Vessel Traffic Study

*BLUEwater Design Group*

## INTRODUCTION

The purpose of this study is to analyze the vessel traffic movements through Basin H channel in Marina del Rey. The approach will be to look at existing vessel traffic patterns then estimate the conditions that could exist with the addition of currently proposed projects in the immediate area. Figure 1 provides an overview of Marina del Rey and identifies the Basin H study area.

This report will describe the existing land and water parcel uses and vessel traffic patterns that currently exist within the basin using data provided by the County and the current Basin tenants. The vessel traffic associated with the proposed development projects will be estimated and combined with the existing vessel movements. With this data it will be possible to identify if any potential impacts might result in the build out condition. The study estimates the vessel traffic for each use for the peak periods and this case is studied as the worse case scenario for analysis purposes.

## EXISTING CONDITIONS

Basin H is the first basin on the east side of the Marina del Rey main channel as one travels into the harbor from the jetty entrance. Figure 2 provides a detailed view of Basin H and identifies the various developments that rely on the channel for water access.

In the existing configuration the water parcels are arranged to allow for floating docks and other waterside facilities facing each other across a navigation channel in the middle of the basin. In Basin H, the shipyards on the south side have 200 foot wide water parcels for the boat slips and yard operations. The navigation channel is 200 feet wide and the water parcels on the north side are approximately 45 feet wide. The 200 foot navigation channel is for common use within the basin and is approximately 1,700 feet long.

There is a wide variety of uses around this basin. The primary facilities are listed as follows:

The north side includes Burton Chace Park (Parcel EE), Parcel 48 (the Boathouse) and Parcel 77 boat storage operations. Burton Chace Park provides limited docking facilities for transient boaters to access the park. The Sea Scout's on Parcel 48 have a fleet of 11 vessels ranging in length from 63 feet to an 8-foot row boat. The Scouts activities include training and boating excursions.

Parcel 77 operates as a dry boat storage facility. Vessels, primarily 18- to 24-foot power boats, are stored on land and launched as needed by the boat owner. The launch and retrieval operations are by a crane mounted along the seawall or by the public boat launch ramp.

At the east end of the basin is the County Boat Launch Ramp, parking for vehicles and trailers, and dry boat storage area. The ramp operates as a 6 lane facility although at peak times, more launches could be accommodated. With better control, each lane could be used by two vessels. The existing ramp operations and usage have been estimated using in-bound gate counts provided by the County for periods from 2008 to 2010. Table 1 has been prepared to provide a summary of the count information as provided. As indicated in the Table, during the peak day (4<sup>th</sup> of July) there are approximately 7 launches per hour and in the

Basin H Vessel Traffic Study

*BLUEwater Design Group*

average non-holiday weekend conditions the launches range from a minimum of 1 launch per hour to a maximum of 3 launches per hour.

The south side of the basin includes the Sheriff Department docks, a public dock and parking lot and two boat repair yards; the Boat Yard and Windward Yacht Center. The Sheriff operations include berthing of the patrol boats and access for their boat repair and maintenance operations. At the public parking lot (Parcel 52R) there is a public dock for short-term transient usage and commercial charters.

The two boat repair operations include slips for vessel berthing, haul-out facilities for yacht repair and maintenance as well as in-water repair services. The vessel traffic associated with these uses includes typical marina operations for vessels ranging from 25 feet to 50 feet and yard services for vessels up to approximately 80 feet or more based on their displacement. The yards are both successful operations and numerous vessels come and go on a daily basis. It could be estimated that each yard could generate 5 to 10 vessel movements per day for the yard operations. The Boat Yard has approximately 103 slips ranging in size from 20 to 40 feet. Windward Yacht Center has 55 slips ranging in size from 30 to 70 feet.

#### PROPOSED PROJECTS – CUMULATIVE CONDITION

**Parcels 47, 48 and 77 - Burton Chace Park** – The proposed project includes redevelopment of the Parcel EE transient docks. Only a portion of Parcel EE is within Basin H and, therefore, considered in this report. The proposed improvements would install 190 feet of additional side tie dock at that portion of Parcel EE located in the westerly end of Basin H area to accommodate a wider range of transient vessel sizes. Parcel 48 would be reconfigured from the ten 18-foot slips and 276 feet of side tie docks to twelve 32-foot slips and 282 feet of side tie docks. This would represent a slight increase in vessel traffic for this parcel. Parcel 77 would be reconfigured to include 485 feet of dock space to accommodate the storage of approximately 162 vessels 18 feet or smaller. The vast majority of these vessels would be non-motorized personal water craft. The project also includes the installation of 150 feet of side tie space in a long dock located between the launch ramp and Parcel 77.

**Parcel 52R – GG - Boat Central** – The proposed project includes the development of a dry stack boat storage facility for 345 boats for vessels from 20 feet to 35 feet and mast-up storage spaces for another 30 vessels. The dry stack storage system will operate via an overhead crane system for launching and retrieving vessels directly between the basin and proposed storage facility. The mast-up storage spaces will be hauled and launched using a jib crane mounted adjacent to the seawall. The waterside parcel will be improved with the addition of floating docks to serve as staging areas for the clients to embark and disembark their vessels. The planned dry stack operations are based on a peak usage factor of 27% for the peak period. This rate would result in an arrival and departure of 16 vessels in the peak hour. This represents vessels returning to as well as those departing from the facility. The peak period of the dry stack operation is estimated to occur in the late afternoon and early evening of a holiday weekend.

**Parcel 53 - The Boat Yard** – This proposed development project to the facility contemplates modernization of the boat yard area and a potential reconstruction of the rental slips. The proposed slip configuration accommodates approximately 101 vessels ranging in size from 20



## Basin H Vessel Traffic Study

*BLUEwater Design Group*

to 40 feet. The proposed reconfiguration would result in a reduction of approximately 2 slips with no significant change in the range of vessel sizes. This would result in a slight decrease in vessel traffic from the slips, but a slight increase in vessel traffic due to repair yard operations.

**Parcel 54 – Windward Yacht Center** – This parcel is an operating vessel repair yard with a recreational marina. The repair yard is consistently active using two travel lifts for hauling and launching vessels. The marina portion appears to include approximately 55 slips ranging in size from 28- to 60-foot lengths. There are no known plans for reconfigurations of these facilities at this time.

## EXISTING VESSEL TRAFFIC VOLUMES

Given the existing conditions as described above, a summary of the vessel traffic volumes for Basin H can be compiled. Table 2 provides a listing of the vessel traffic generators and a summation of the existing vessel traffic volumes.

The vessel trip volumes in Table 2 are the vessel trip volumes estimated for the peak day for each existing use. It is important to point out that the peak day for each use does not necessarily occur at the same time for all uses. For example, the 4<sup>th</sup> of July was found to be the peak period for the boat launch ramp and would also likely be for the slip tenants, whereas the boat repair yards would not be in operation at that time.

Further, the remaining existing uses have varying hours of operation. The boat launch ramp operates on a 24 hour basis and records indicate usage at almost every hour, whereas the Sea Scouts primarily utilize their vessels during weekend days. The boat yards typically operate from early morning to approximately 4:00 or 5:00 PM weekdays.

Therefore, given that the peak periods and peak hours vary for the uses, it is determined that using the combined volumes for the peak periods and dividing them evenly for a 12 hour period would best approximate the actual vessel volumes for the actual peak hour of the peak period for the Basin H vessel traffic patterns. The only variable might be the mix of vessels as would be generated from the different uses at different times.

Although vessel traffic occurs 24 hours per day – seven days per week, some activities only occur on certain days or are primarily only weekend or weekday activities. Clustering all trips, including weekend exclusive with weekday exclusive, into an artificial 12-hour day (rather than a 24-hour day), will result in a conservative estimation of the peak hour volumes that would be greater than what might actually be observed. This method combines all vessel trips for each use into a limited time frame, therefore the vessel volumes would be conservative.

Table 2, the Existing Vessel Traffic data indicates that approximately 505 vessel trips would be made in Basin H on a peak day. This includes origin and destination trips. If these trips were condensed into a 12-hour period and evenly distributed therein, there would be 42 vessel trips in the peak hour of the peak day. If actual vessel counts were to be conducted during a peak period, results would exclude some uses and would find that most trips would not occur in the peak periods.

BLUEWater Design Group

Basin Vessel Traffic Study  
Existing Vessel Traffic  
Table 2

COUNTY OF LOS ANGELES  
DEPARTMENT OF BEACHES AND HARBORS

LAND USE	Existing PEAK PERIOD TRIP ENDS - Daily In Out Total	Estimated Peak Hour	Notes
Parcel 47 (BCP)	Long Dock 10 10 20	2	
Parcel 48 (Sea Scouts)	10 6 12	1	Activities occur every other weekend year round. Trips based on 6 vessels used at a time.
Parcel 77 (Boat Storage)	14 14 28	2	Vessel trips are only estimates, and would occur 7 days per week during business hours.
Launch Ramp	6 Lanes 130 173 303	25	Inbound gate counts for 4th of July
Parcel 52R/GG	Long Dock 10 10 20	2	Primarily Charter Vessel Ops - Mainly late afternoon and evening daily including weekends.
The Boat Yard Slips Yard Operations	103 27 27 54 10 10 20	5 2	Recreational boating patterns, 4th of July as peak day. Vessel movements typically occur early morning or late afternoon, weekdays only.
Windward Yacht Center Slips Yard Operations	55 14 14 28 10 10 20	2 2	Recreational boating patterns, 4th of July as peak day. Vessel movements typically occur early morning or late afternoon, weekdays only.
<b>TOTAL</b> Trip Distribution Peak Hour Trip Ends	<b>231</b> 46% 19 274 54% 23 42	<b>42</b>	Based on a 12 hour day

**Notes**

- 1) Vessel trips from slips is based on 25% utilization for a peak holiday period.
- 2) In bound launch ramp trips based on 75% of out bound trips for the peak day.
- 3) Vessel trips for P47, P52R/GG and ship yard operations are judgment estimates for a peak day
- 4) The boat launch ramp is actually the only facility that operates on a 24 hour basis.
- 5) Peak periods for all uses do not necessarily occur simultaneously. The combined total is the worst case scenario.
- 6) Vessel trip estimates are condensed from a 24-hour period to 12-hour period to represent a peak period.

Vehicle Count 07 09 12: Existing Traffic Generation

Print date: 7/9/2012

## Basin H Vessel Traffic Study

*BLUEwater Design Group*

## VESSEL TRAFFIC TRIP DISTRIBUTIONS

For the purposes of this study, the traffic distribution patterns need only focus on the origin and destination distribution for the trips. For example, records provided by the County for the boat launch ramp only provide registered entries to the boat launch ramp area. It is reasonable to assume that all (or the significant majority) of the entries would result in a boat being launched and leaving the basin. We do not have the actual data for the rates at which the vessels return. However, typical users of boat launch ramps usually return within hours or on the same day. Given the range of recreational and visitor-serving opportunities available to a boater once they are launched in the Marina, it is reasonable to assume that some percentage of the entry launches will be for overnight or extended periods. For the purposes of this study we have assumed that 75% of the number of launches will return the same day. This is seen as a conservative estimate due to the fact that a higher percentage of returns would result in higher vessel trips and the counts are already based on the peak period estimates.

For the remainder of the uses it is assumed that the origin and destination trips would be equal, meaning that half the trips are destinations and half originate at the site. Similarly these trips are then uniformly distributed over a 12 hour day.

## FORECAST VESSEL TRAFFIC VOLUMES

To estimate the future vessel trip volumes, the trips generated from the proposed projects described above were added to the existing uses to determine the Forecast Vessel Traffic Volumes shown in Table 3. The same assumptions relative to peak periods, peak hours and traffic distribution were applied to generate these forecast volumes.

The vessel traffic generated at the boat launch ramp was increased by 10% as this use is functionally constrained by the available parking supply at the site. It is likely, and hopeful, that the ramp will experience increased use throughout the year, but the peak period usage will be limited by the parking supply.

The dry stack boat storage traffic volumes were determined for the peak period of uses based on statistics from other dry stack operations. The percentage of vessels used during the peak period is comparable to typical marina operations. It is assumed that all vessels launched would return during the same day as the worse case scenario. Although the dry stack storage facility may occasionally operate longer than a 12 hour day, the vessel traffic was included during the 12 hour period for analysis purposes.

The Forecast Vessel Traffic table indicates that approximately 829 vessel trips would be made in Basin H on a peak day. This includes origin and destination trips. If these trips were evenly distributed throughout a 12 hour period, there would be 69 vessel trips in the peak hour of the peak day.

The peak hour of the peak day is seen as the worse case scenario. As stated, each of the uses have different peak periods of operations where more vessel trips might be generated at a particular site but at the remaining sites fewer or no vessel trips would be generated. Therefore using this combined peak hour approach represents a conservative analysis. Any other scenario would result in fewer vessel trips in any hour of analysis.



Basin H Vessel Traffic Study

*BLUEwater Design Group*

#### VESSEL TRAFFIC LEVEL OF SERVICE

Unfortunately there are no standards to define a level of service for a navigation channel as one would for a street or an intersection. However there are other measures to consider regarding the feeling of congestion in a waterway or the impact of vessel separation for safe navigation.

The feeling of congestion on a waterway is a combination of the relative maneuverability of the vessel, the proximity of other vessel traffic and the demands of directing the vessel to or from a berth with variable conditions and potential hazards.

The feeling of congestion often depends on the mix of different vessel sizes, uses and relative maneuverability. For example, a captain delivering an 80 foot power boat to one of the boat yards will feel extreme congestion trying to avoid a number of small human or sail powered vessels. This is exacerbated by the fact that many of the skippers of these smaller vessels are novices or are just learning boating skills. Conversely, the operators of the smaller vessels will experience the congestion as impacts from operating in close proximity to larger vessels. This will be manifested in dangerous wind shadows blocking wind power from small sail boats which can leave them with no steerage. Or the impact of a boat wake on a kayaker. In novice kayakers a boat wake can lead to capsizing if not dealt with properly.

The proximity of other vessels or vessel separation is a more subjective, but equally important component of maneuverability. There are “rules of the road” for vessel operation, but in restricted areas maneuverability is restricted and control of the vessels is limited by the lack of speed for power boats or steady reliable wind patterns for sail boats.

#### BASIN H TRAFFIC LEVEL OF SERVICE

In Basin H, there is ample water area for the proposed boating activities and forecast traffic volumes. The vessel traffic is forecast to increase from 505 trips to 829 trips on the peak day in the build out condition and from 42 to 69 trips in the peak hour. This represents a 64% increase over the existing condition during the peak hour of the peak period. Given the large water area in the Basin H channel which is 1,700 feet long and 200' wide, there is more than adequate room for up to 69 boats to pass by in an hour and maintain safe vessel separation while traveling to and from the main channel. Therefore the increase in volume would not result in a significant increase in the feeling of congestion.

If the estimate of vessel speed in the channel is 4 knots (5 mph) or less and with a 1,700 foot long channel, it would take a motorized boat just under four minutes to travel from the launch ramp to the main channel (the human powered craft would likely be slower than the motorized craft). With the peak period vessel trip volume of 69 vessels in the forecast condition, this boater would encounter at least 8 or 9 other vessels in the 200 foot wide channel before reaching the main channel. Further, given the 1,700 foot length of the channel, each boat could have nearly 200 linear feet of channel within which to maneuver and maintain adequate vessel separation. Note that due to the multiple destinations in the Basin, not all vessels will be in the main channel for the same periods of time. There would be ample space and time for safe maneuvering, but it would not be a carefree experience during

## Basin H Vessel Traffic Study

*BLUEwater Design Group*

peak periods. For the vessel traffic within this basin, the increase in trip volume alone does not represent a significant impact to navigation in the channel.

While there is ample water area to permit adequate vessel separation within Basin H, the important factor to consider is the mix of vessels represented in the forecast volumes and the impact on navigation and the feeling of congestion. The boat launch ramp is the largest generator of vessel trips, and these trips must traverse the entire length of the channel. The second largest generator of traffic is the dry stack storage facility. These vessels must also traverse the full length of the channel and are the same size and type of vessels utilizing the launch ramp. Accordingly the addition of the dry stack facility does not present a significant impact in terms of vessel mix. The third largest trip generator is the redevelopment of Parcel 77. It is estimated that this facility could generate approximately one third of the traffic volume as that of the launch ramp and these vessels will also have to traverse the full length of the channel. Of concern here is that most all of these vessels are small human powered craft that are slower, smaller and less visible than a typical power boat. The feeling of congestion for these smaller crafts would be more intense build-out. Due to the slower speeds, these crafts might encounter more passing boats while traversing to and from the main channel. Further, smaller crafts would be more impacted by wakes from larger boats and would need to take precautions to ensure visibility to other, larger crafts.

## FURTHER DISCUSSION AND CONCLUSIONS

**Vessel Mix** – The majority of the uses (the boat yards, the dry stack storage, the sheriff maintenance and the boat launch ramp) in Basin H could be categorized as commercial industrial uses which represent a compatible mix of vessels. The proposed expansion of Pier 77 as a high-density, human powered, watercraft storage and launch area tends to create a diverse mix of vessel uses in the Basin. Many of the uses from Pier 77 could include rowing shells, kayaks, sailing dinghies, paddle boards and others. This vessel mix could present a navigation issue as discussed above. While many of the experienced users typically operate in the early morning hours, many of the training operations would occur throughout the day. This creates a conflict where these small and slow “boaters” are in the channel and must traverse the same length of channel as the boats from the launch ramp and storage facility. However on non-peak days, the usage at the launch ramp and dry stack boat storage operations would be very low and therefore minimize vessel mix conflicts.

Given the number of uses along each side of the Basin H channel it is apparent that vessels will be traversing the entire length of the channel and many others will be crossing traffic coming from and going to the various uses. As these turning movements are necessary, it is not anticipated that further delineation of the channel would be a practical solution to minimize vessel mix conflicts.

**Navigable Areas Near the Proposed Dry Stack Facility** – As noted above, water parcels on the south side of the basin extend 200 feet into the channel. Given the distinct change in the proposed use for Parcel 52R and its close proximity to the launch ramp, it is appropriate to discuss potential impacts of the dry stack operation on navigable areas.

Two exhibits are provided to illustrate the dimensional relationships between the proposed dry stack facility and the launch ramp. The Exhibits are the same except for one is printed

Basin H Vessel Traffic Study

*BLUEwater Design Group*

with the site aerial as a background. As can be seen, the proposed floating docks that are to serve as the staging areas for the dry stack storage operation are configured to ensure that all vessels using these floats will be within the designated water parcel for this use. This leaves approximately 48 feet from the closest boarding float to the parcel line and over 68 feet to the staging float for the dry stack operations.

As can be seen, the preservation of navigable areas for each of the uses was a key element in the establishment of the water parcels in this area. It is important to point out that if a typical marina were to be proposed instead of the dry stack storage operation, the slips could be located immediately adjacent to the parcel boundaries which, although allowable from the parcel boundaries, would have a larger impact on the navigable areas for each use.

**Visibility** – Visibility and maneuvering space is another issue that arises given the vessel mix. Typically power boats of most any size require at least one to two boat lengths of clear area around the vessel for safe maneuvering, especially at low speeds. Maintaining these clearances in restricted waters is challenging. As boaters traverse the channel there are a number of factors that can affect visibility for the captains, including vessel size and sunlight and glare. 30 to 50 foot vessels have larger “blind spots” in the immediate vicinity of the vessel compared to a kayaker. In terms of sunlight and glare, the channel is aligned in an east – west direction so that on sunny days, in the afternoon, departing vessels will be heading into the sun and in the morning inbound vessels will be heading into the sun. This will add difficulty for the operators to watch for hazards, find their destination and watch for the multiple varieties of vessels that could be encountered. While traffic in Basin H will be increasing, there is still ample room to maneuver along the 1,700-foot channel. As noted above, during peak hours a typical boat might encounter 8 to 9 vessels while traversing in and out of Basin H, meaning each vessel would have around 200 linear feet within which to maneuver. All but very large vessels (greater than 70 feet) would have at least two boat lengths of clear area for safe maneuvering.

#### FINDINGS AND RECOMMENDATIONS

1. There is ample water area for proper vessel separation and safe maneuverability in Basin H. The forecast increase in vessel traffic volumes does not in and of itself create significant impacts on congestion. However the increase in vessel volume combined with an increase of vessel types will increase the “sensation” of congestion.
2. The proposed increase in vessel types will result in a greater differential in speed and size of the craft utilizing the channel which could lead to a “sensation” of congestion. While the size of the channel is adequate to allow for proper vessel separation, it will be incumbent upon the vessel captains to maintain at least two boat lengths of separation while traversing the channel and for slower craft to be aware of passing vessels.
3. Enforcement of a “NoWake/5 mph” zone will help to ensure safe maneuvering given a diverse mix of vessels in the channel.
4. The location of the dry stack storage operation in proximity of the launch ramp is a compatible use given the similarity of vessel mix, sizes and destinations.
5. The proposed development for the Boat Yard (Parcel 53) is not anticipated to have an effect on vessel traffic within the basin.

## Basin H Vessel Traffic Study

*BLUEWater Design Group*

6. The low density transient facilities are compatible with the launch ramp uses and would be better located on the northeast side of the basin to minimize vessel traffic in the channel.
7. This analysis looks at the peak hour of the peak period, and it is clear that the majority of the time, the off-peak volumes will be lower. Except for a few peak weekend/holiday days a year, the volume of traffic in Basin H will be low, and therefore the congestion related issues discussed in this report are not likely to occur on a regular basis.



BLUEWater Design Group

Basin H Vessel Traffic Report

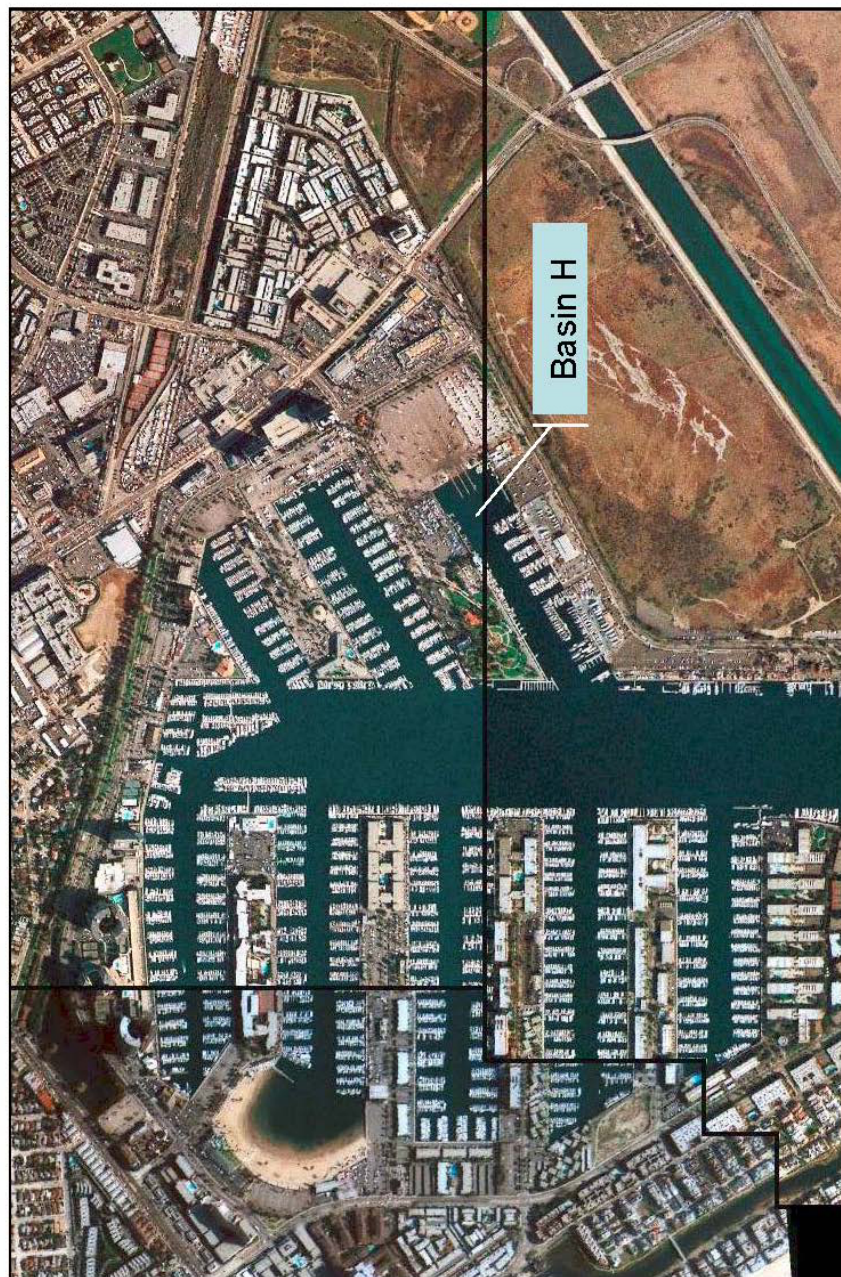


Figure 1 - Marina del Rey





Figure 2 - Basin H – Existing Conditions

COUNTY OF LOS ANGELES  
DEPARTMENT OF BEACHES AND HARBORS

BLUEWater Design Group

Basin H  
Vessel Traffic Study  
Launch Ramp Use Summary  
Table 1

Month	Year 2008	2009	2010	
JANUARY	0	871	0	
FEBRUARY	0	625	0	
MARCH	0	836	0	
APRIL	0	217	0	
MAY	0	0	0	
JUNE	877	0	185	
JULY	1698	0	529	
AUGUST	1348	1231	869	
SEPTEMBER	1010	0	661	
OCTOBER	1325	0	735	
NOVEMBER	913	0	0	
DECEMBER	706	0	0	

Notes:

- 1) Zeros indicate no reporting, or only partial data for that month
- 2) 2010 data should be verified if possible.

Statistics	1,698.0	Maximum of all months reported
	56.6	Maximum launches per day
	2.4	Maximum launches per hour (24 hour basis)
	860.9	Average of all months reported
	28.7	Average launches per day
	1.2	Average launches per hour (24 hour basis)
	185.0	Minimum of all months reported
	6.2	Minimum launches per day
	0.3	Minimum launches per hour
	173	Highest reported daily launches (July 4, 2008)
	7.2	Highest launches per hour

Vehicle Count 07 09 12: Launch Ramp

Print Date: 7/9/2012

COUNTY OF LOS ANGELES  
DEPARTMENT OF BEACHES AND HARBORS

BLUEwater Design Group

Basin Vessel Traffic Study  
Existing Vessel Traffic  
Table 2

LAND USE		Existing PEAK PERIOD TRIP ENDS		Daily Total	Estimated Peak Hour	Notes
		In	Out			
Parcel 47 (BCP)	Long Dock	10	10	20	2	
Parcel 48 (Sea Scouts)	10	6	6	12	1	Activities occur every other weekend year round. Trips based on 6 vessels used at a time.
Parcel 77 (Boat Storage)	14	14	14	28	2	Vessel trips are only estimates, and would occur 7 days per week during business hours.
Launch Ramp	6 Lanes	130	173	303	25	Inbound gate counts for 4th of July
Parcel 52R/GG	Long Dock	10	10	20	2	Primarily Charter Vessel Ops - Mainly late afternoon and evening daily including weekends.
The Boat Yard						
Slips	103	27	27	54	5	Recreational boating patterns, 4th of July as peak day.
Yard Operations		10	10	20	2	Vessel movements typically occur early morning or late afternoon, weekdays only.
Windward Yacht Center						
Slips	55	14	14	28	2	Recreational boating patterns, 4th of July as peak day.
Yard Operations		10	10	20	2	Vessel movements typically occur early morning or late afternoon, weekdays only.
<b>TOTAL</b>		231	274	505	42	
Trip Distribution		46%	54%			
Peak Hour Trip Ends		19	23	42		Based on a 12 hour day

**Notes**

- 1) Vessel trips from slips is based on 25% utilization for a peak holiday period.
- 2) In bound launch ramp trips based on 75% of out bound trips for the peak day.
- 3) Vessel trips for P47, P52R/GG and ship yard operations are judgment estimates for a peak day
- 4) The boat launch ramp is actually the only facility that operates on a 24 hour basis.
- 5) Peak periods for all uses do not necessarily occur simultaneously. The combined total is the worst case scenario.
- 6) Vessel trip estimates are condensed from a 24-hour period to 12-hour period to represent a peak period.

Vehicle Count 07 09 12: Existing Traffic Generation

Print date: 7/9/2012



BLUEWater Design Group

Basin Vessel Traffic Study  
Forecast Vessel Traffic  
Table 3

COUNTY OF LOS ANGELES  
DEPARTMENT OF BEACHES AND HARBORS

LAND USE	Forecast PEAK PERIOD TRIP ENDS - Daily In	Out	Total	Estimated Peak Hour	Notes
Parcel 47 (BCP) Long Dock	20	20	40	3	estimate only
Parcel 48 (Sea Scouts) Long Dock	8 10	8 10	16 20	1 2	Assumes normal increase in use estimate only
Parcel 77 Long Dock	41 10	41 10	82 20	7 2	25% usage estimate only
Launch Ramp	143	190	333	28	Estimated at 10% increase only. Use is parking constrained. 4th of July as Peak day
Parcel 52R/GG	93	93	186	16	Dry Stack Storage - Assumes all vessels leave and return the same 24 hour period.
The Boat Yard Slips	25	25	50	4	Assumes slip reconfiguration. 4th of July as peak period.
Yard Operations	15	15	30	3	Assumes increase in yard operations due to proposed improvements. Weekdays only.
Windward Yacht Center Slips	14	14	28	2	4th of July as peak period.
Yard Operations	12	12	24	2	Assumes increase in yard operations due to normal growth. Weekdays only.
<b>TOTAL</b>	<b>391</b>	<b>438</b>	<b>829</b>	<b>63</b>	
<b>Trip Distribution</b>	<b>47%</b>	<b>53%</b>	<b>69</b>		
<b>Peak Hour Trip Ends</b>	<b>33</b>	<b>37</b>			Based on a 12 hour day

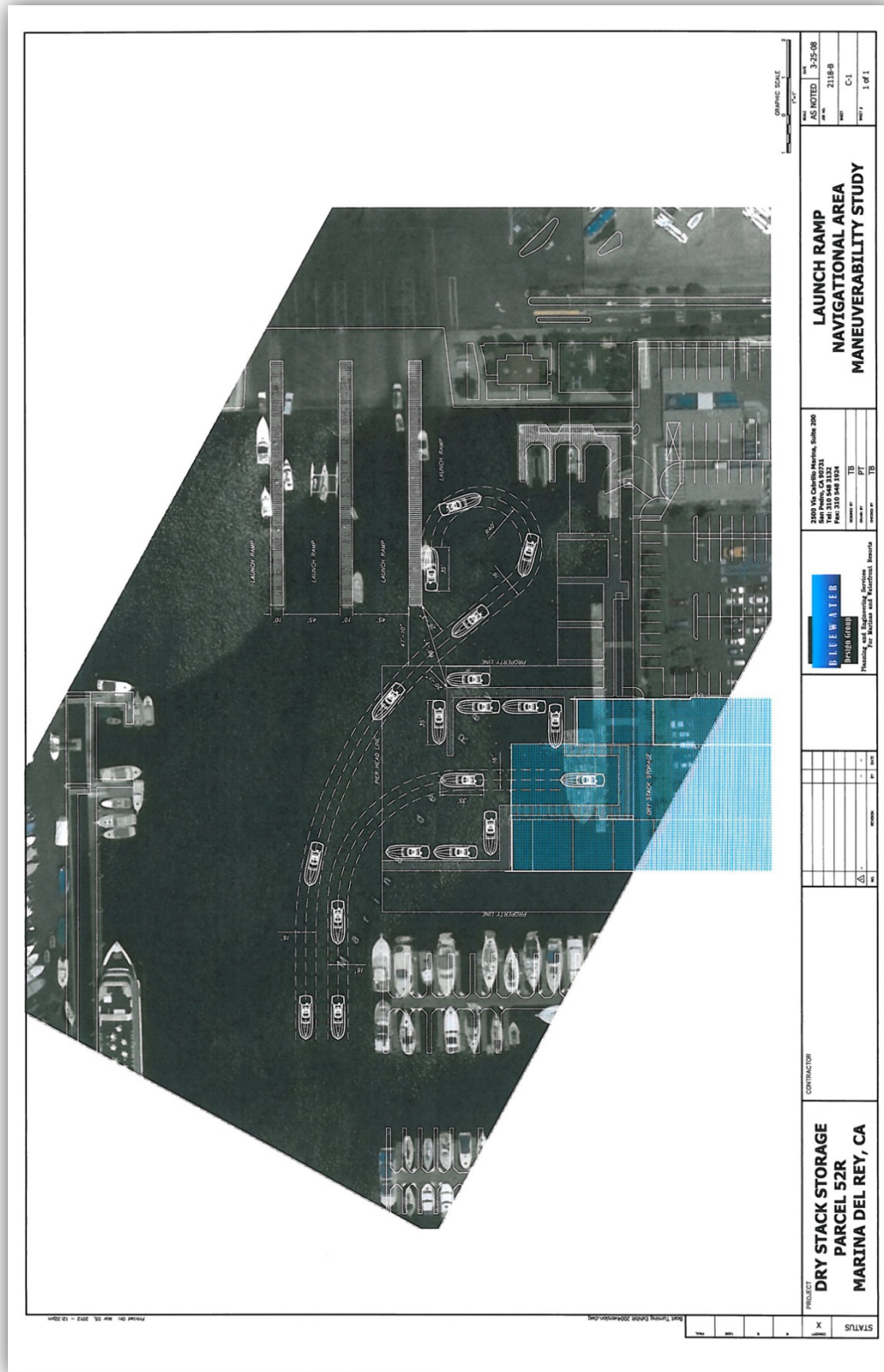
**Notes**

- 1) Vessel trips from slips is based on 25% utilization for a peak holiday period.
- 2) In bound launch ramp trips based on 75% of out bound trips for the peak day.
- 3) Vessel trips for P47 and ship yard operations are judgment estimates for a peak day
- 4) The boat launch ramp and dry stack storage operate on a 24 hour basis.
- 5) Peak periods for all uses do not necessarily occur simultaneously. The combined total is the worst case scenario.
- 6) Vessel trip estimates are condensed from a 24-hour period to 12-hour period to represent a peak period.
- 7) To estimate the future vessel trip volumes, additional trips generated from the proposed projects were added to the existing uses to determine the Forecast Vessel Traffic Volumes. The same assumptions relative to peak periods, peak hours and trip distribution were applied to generate these forecast volumes.

Vehicle Count 07 09 12: Forecast Traffic Generation

Print date: 7/9/2012







## Appendix 5b – Review of Basin H Vessel Traffic Study Dated March 8 2013 by Bluewater Design Group

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2500 Via Cabrillo Marina, Suite 200  
San Pedro, CA 90731  
Phone (310) 548-3132

### BLUEWater Design Group

March 8, 2013

**CAA Planning, Inc.**  
65 Enterprise, Suite 130  
Aliso Viejo, CA 92656

**Attn:** Shawna L. Schaffner

**Subj:** Marina del Rey Basin H – Vessel Traffic Report Comments

Dear Ms. Schaffner,

As per your request, this letter has been prepared to consider whether the content and conclusions of the Basin H Vessel Traffic Study, dated July 2012, (the “Basin H Study”) remain unchanged in light of the County of Los Angeles’ (the “County”) revised plan for relocation of the charter operations currently utilizing Parcel 52, as documented in a February 28, 2013, letter from Michael Tripp at the Department of Beaches and Harbors (“DBH”) to Anita Gutierrez at the Department of Regional Planning (the “DBH Letter”).

The DBH Letter indicates that the County’s previous plan was to replace Dock 55 near Fisherman’s Village and use it to serve all of the charter operations currently utilizing Parcel 52. The County’s revised plan includes relocating the sportfishing vessels to Dock 77, near Chace Park, until Fisherman’s Village is redeveloped in the future and can accommodate all of the combined charter operations.

It is my understanding that the County’s plan for the redevelopment of Chace Park is conceptual, with no specific timeframe for implementation and the redevelopment plan for Fisherman’s Village is in the early stages of the entitlement process. Therefore, this analysis assumes that the timeframe for redevelopment of Fisherman’s Village is, at a minimum five years in the future, and that the sportfishing fleet will commence loading and unloading at Fisherman’s Village prior to the redevelopment of Chace Park. As such, the charter sportfishing fleet will be able to utilize Dock 77, near Chace Park for several years, during which time no new uses are anticipated to be introduced on the waterside of Parcel 77.

*Planning and Engineering Services  
For Marinas and Waterfront Resorts*

Marina del Rey Basin H  
March 8, 2013  
Page 2 of 2

BLUEWater Design Group

Accordingly, under the County's revised plan, the sportfishing charters would remain in Basin H until Fisherman's Village is redeveloped, and therefore could affect forecast vessel traffic volumes, as shown in Table 3 of the Basin H Study. However, as discussed above, it is not anticipated that the renovation of Chace Park would occur in the timeframe during which the charter sportfishing fleet would utilize Parcel 77. Therefore, the forecast traffic volume associated with the Chace Park renovation and the traffic volume generated by the charter sportfishing fleet would not occur contemporaneously in Basin H. As such, the forecast vessel traffic volumes and level of service predictions as outlined in the Basin H Study remain an accurate and conservative estimate of future traffic in Basin H.

More importantly, the conclusions in the Basin H Study related to vessel mix are not affected by the County's revised plan because again, the charter sportfishing operation is not anticipated to remain in Basin H once the Chace Park renovation is underway. Therefore, the future mix of vessels, including the introduction of human powered craft at Parcel 77, is anticipated to remain as discussed in the report.

In summary, the County's plan for relocation of the charter sportfishing operations currently utilizing Parcel 52, as outlined in the DBH Letter, does not affect the content and conclusions of the Basin H Study.

Please do not hesitate to contact me with any questions, comments or for additional information.

Best regards,  
BLUEWater Design Group



Tim Bazley, P.E.  
Senior Civil Engineer

Cc: R. VanWert

## Resumes – Technical Consultants

### BIO – PAUL W. WILKINSON, P.E.



Paul Wilkinson is a Principal in the Irvine office of Linscott, Law & Greenspan, Engineers (LLG), and Chairman of its parent company, LG2WB Engineers, Inc. Mr. Wilkinson holds a BSCE degree from Purdue University (Transportation and Urban Planning), is a registered Traffic Engineer in California, and has over 35 years of experience on a variety of engagements at the policy planning level, on EIR traffic studies, General Plan Circulation Elements and Specific Plans, and in design/implementation of land development and circulation infrastructure projects. He also has extensive parking experience including parking needs determination, shared parking applications, and integration of empirical / “design level” parking considerations for land use types not typically addressed in the professional literature. These include single-purpose as well as mixed use sites to include marinas and dry storage (storage yard and dry stack) facilities. Additionally, Mr. Wilkinson is a recreational boater and boat owner with that personal experience spanning use of trailer boater, dry stack, and/or “wet slip” facilities for the last 16 years.



**PAUL W. WILKINSON, P.E.**  
**Principal**



***Professional Registration***

Traffic Engineer, State of California (TR1118)

***Professional Experience***

Linscott, Law & Greenspan, Engineers:

Various positions since 1976.

Principal since 1984. President 1991-2007.

Currently Board Chairman of Parent Company, LG2WB Engineers, Inc.

Los Angeles County Road Department:

Civil Engineering Assistant 1975-1976

***Areas of Professional Competence***

Traffic and Transportation Master Planning, Design, and Implementation  
Support

Parking, Access and Internal Circulation Design

Traffic and Parking Surveys and Reports

Traffic (Environmental) Impact Studies and Reports

Shared Parking Investigations

***Representative Experience***

South Coast Plaza, Town Center and Village - Numerous parking, traffic impact, access, operations and/or circulation design studies since 1977 including those for the Town Center Master Plans, Two Town Center (now Pacific Arts Plaza), Plaza Tower, Center Tower, Westin Hotel, Orange County Performing Artscenter (original construction and subsequent addition), South Coast Repertory remodel/expansion, Nordstrom expansion, and Plaza element originally known as Crystal Court.

South Coast Metro - Circulation master planning and access design for "Home Ranch" (1.35 million square feet, plus housing component), Metro Pointe Phases II and III (1.3 million square feet), South Coast Corporate Center, Hilton (originally Red Lion) Hotel, Hutton Center (2 million square feet now known as MacArthur Place South), MacArthur Place (4 million square feet), and Armstrong Ranch (mix of housing, Cathedral site for Orange County, and new high school).

Transportation master planning, design, forecasting and/or impact studies for Oxnard Town Center (4 million square feet), Westlake North (1.5 million square feet), Queensway Bay (Long Beach), Rancho Cucamonga Business Park (4 million square feet), Long Beach Freeway Business Parks (3 million square feet), Barton Center Redlands (7 million square feet), Gateway Corporate Center (1.3 million square feet) in Diamond Bar, Irvine Spectrum V, and Laguna Hills Mall expansion/Urban Village Specific Plan.



*PAUL W. WILKINSON, P.E.*  
*Principal*



Design consultation, Specific Plan inputs, and/or traffic impact studies for the Moreno Valley Ranch RCC Amendment (12,700 DU plus 100 acres of commercial use), the Summit of Anaheim Hills (2,100 DU), Coto de Caza (6,000 DU), Portola Hills (2,200 DU plus 185 acres of business park), and Diamond Bar Corporate Terrace (400,000 square feet). Internal circulation planning / validation and implementation for The Preserve (over 6,000 DU plus commercial core by Lewis Operating Corporation) and College Park (2,400 DU plus 100 acre Chaffey College Campus). The Preserve and College Park communities are in Chino.

Implementation support on subsequent project components for many of the above engagements.

Design inputs and traffic impact studies for Chapman University in Orange. Also prepared the Parking Management Plan for the University with annual tracking through a series of "report cards". Assisted in traffic / parking implementation for Glass Residence Hall, Sandhu Residence Hall, Miller (Residence Hall) Parking Structure, Dance Studio Amendment, Film School relocation, Lastinger Parking Structure (beneath football field), Lastinger Athletic Complex, Historic Core Classroom Building and pending Center for the Arts. Similar consultation for the Claremont University Consortium as well as Claremont McKenna College and Harvey Mudd College Master Plans.

Extensive field study, data collection, analysis and stakeholder interface on traffic access, internal circulation and parking characteristics at the Pike in Long Beach (2009 – 2010). The study culminated in a Best Practices menu of operational actions and physical improvements (including on City streets) focused to improvement of the guest experience when visiting the Pike and surrounding attractions.

Parking ratio and parking master plan support services for Chapman University (Orange), The Claremont Colleges (Claremont), Dana Point Harbor (County of Orange), The Marketplace (Irvine), and Hyatt Santa Barbara (now Baccarra). Shared Parking investigations/planning for Rancho Santa Margarita Town Center, Valencia Town Center (Santa Clarita), South Coast Plaza Town Center (Costa Mesa) and Metro Point (Costa Mesa). Augmentation of published "Shared Parking" (Urban Land Institute) analysis techniques with focus to special land use types, including marinas.

*PAUL W. WILKINSON, P.E.*  
*Principal*



***Education***

Purdue University, B.S. in Civil Engineering – 1974  
(Transportation and Urban Planning)  
Institute of Transportation Studies, University of California, Irvine  
Certificate in Transportation Systems Management.

***Professional Memberships***

Institute of Transportation Engineers (ITE)  
American Society of Civil Engineers (ASCE)  
Urban Land Institute (ULI)

## **BIO – DANIEL A. KLOOS, P.E.**



Daniel A. Kloos is a Senior Transportation Engineer in the Irvine office of Linscott, Law & Greenspan, Engineers (LLG) and is a registered Traffic Engineer in the state of California. He earned his Bachelor of Science in Civil Engineering from the University of California, Irvine and has over 13 years of experience working on traffic engineering projects throughout the Southern California region. Mr. Kloos has extensive experience in the preparation of traffic impact studies for a variety of land uses, EIR traffic impact studies, site access and operational plans, trip generation studies, parking studies and parking management plans. In addition, he currently provides on-call traffic and transportation engineering consultation services to the City of Irvine and the City of Long Beach. His expertise in traffic engineering helps LLG continue its tradition of excellence in the region.

**DANIEL A. KLOOS, P.E.**  
*Senior Transportation Engineer*



***Professional Registration***

Traffic Engineer, State of California (TR 2200)

***Professional Experience***

13 years including

Transportation Engineer: Linscott, Law & Greenspan, Engineers

Assistant Project Engineer, De Silva Gates Construction

***Areas of Professional Competence***

Traffic Impact Analysis Reports

Transportation Planning and Site Design Consultation

Trip Generation Studies

Traffic and Parking Field Studies

Mixed-Use Parking Demand Studies

Traffic Control Design

Pavement Delineation Design

Roadside Sign Design

Sight Distance Analysis

Traffic Signal Warrant Analysis

***Representative Experience***

**Second + PCH Development Project** – Prepared a Traffic Impact Analysis Report for the Second + PCH Development Project, located in the City of Long Beach. The traffic study evaluated the proposed Project's potential weekday and weekend day (Saturday) traffic impacts at twenty-five (25) key study intersections, provided recommendations to improve site access and internal circulation, evaluated the proposed Project's parking needs and addressed concerns from Caltrans regarding intersection operations along Pacific Coast Highway. LLG worked closely with City staff and the EIR consultant during the preparation of the Traffic Impact Analysis Report.

**El Portal Project** – Prepared a Traffic Impact Analysis Report for the El Portal Project, a proposed retail and entertainment center with a maximum total of 600,000 square feet (SF) of occupied building area, located in the City of South Gate. The traffic study evaluated the proposed Project's potential traffic impacts at forty (40) key study intersections, provided recommendations to improve site access and internal circulation, evaluated the proposed Project's parking needs and addressed concerns from the California Public Utilities Commission (CPUC) and Union Pacific Railroad (UPRR) regarding vehicular queuing at existing railroad crossings on Atlantic Avenue and Firestone Boulevard. LLG worked closely with City staff and the EIR consultant during the preparation of the Traffic Impact Analysis Report and throughout the approval process.

*DANIEL A. KLOOS, P.E.*  
*Senior Transportation Engineer*



**The Springs at Bethsaida Senior Living Project** – Prepared a Traffic Impact Analysis Report for the Springs at Bethsaida Senior Living Project, a proposed 153-unit independent and assisted living residential community, located in the County of Orange. The traffic study evaluated the proposed Project's potential near-term and long-term traffic impacts at six (6) key study intersections, provided recommendations to improve site access and internal circulation and evaluated the proposed Project's parking needs. In support of the Project's parking study, parking surveys were conducted at two existing Kisco Senior Living Facilities that were similar in size to that of the proposed Project. Parking rates were then developed specific to Kisco Senior Living Facilities and applied to the proposed Project description to determine its parking requirements and validate the adequacy of the Project's parking supply. LLG worked closely with City staff and the EIR consultant during the preparation of the Traffic Impact Analysis Report and throughout the approval process.

**Freight Forwarding** – Traffic Engineer for the Traffic Analysis Report in the City of Hawthorne, California. This study addressed the traffic impacts associated with the development of freight forwarding land uses on three separate planning areas. Trip generation studies were conducted at four sites to develop site specific trip generation rates. A midblock link analysis was performed to determine the levels of service at sixteen key street segments located within the immediate vicinity of the three separate planning areas.

**La Habra International Marketplace** – Prepared a Traffic Impact Analysis Report for the La Habra International Marketplace Project, a proposed retail center with a maximum total of 115,000 square feet (SF) of occupied building area, located in the City of La Habra. The traffic study evaluated the proposed Project's potential traffic impacts at ten (10) key study intersections, provided recommendations to improve site access and internal circulation, evaluated the proposed Project's parking needs and addressed concerns from Caltrans regarding intersection operations along Beach Boulevard and Imperial Highway. LLG worked closely with City staff and the EIR consultant during the preparation of the Traffic Impact Analysis Report.

***Education***

University of California, Irvine, B.S. in Civil Engineering  
(specialization in Transportation Engineering and Structural Engineering)



**BLUEWater Design Group** provides planning, engineering and program management services for the development, rehabilitation and or construction of projects related to boating access, marinas and resort developments. BDG clients range from private individuals and companies to public agencies and other consulting firms.

Planning and conceptual engineering services are provided to assist with the development, rehabilitation, expansion and/or reconfiguration of existing and or proposed boating access, marina and resort sites. The planning services can assist with the development of modest improvement programs to complex feasibility studies and masterplan analyses. Services also include technical analyses for, and preparation of, environmental documentation and regulatory permit applications and assistance with expediting permit approval processes.

Professional engineering services are provided for marina, waterfront and general civil engineering projects. Engineering services include design of new facilities and infrastructure and rehabilitation of existing structures, both landside and waterside. Special attention is provided to extending service life of facilities while optimizing capital investments.

Program management services are provided to coordinate, control and oversee other planning and engineering sub-consultants. Program management duties can facilitate preparation of environmental impact documentation, phased permitting and implementation of physical improvements.

Construction engineering and management services are provided for waterfront construction projects. These services range from contractor coordination to engineering support services required to guide construction processes.

Typical **BLUEWater Design Group** products include:

- Feasibility Studies
- Planning Studies and Land Use Analyses
- Site and Facility Evaluations
- Masterplan Development / Conceptual Designs
- Project Permitting
- Preliminary Engineering
- Final Design Documentation and Construction Documentation

A listing of representative projects and resumes for professional staff will be provided upon request.

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**BLUEWater Design Group**

**REPRESENTATIVE PROJECTS (Partial Listing)**

**Downtown Marina, City of Long Beach Marine Bureau, Long Beach, California**

BLUEWater Design Group (BDG) was selected by the City to develop reconfiguration alternatives and associated cost estimates for the rehabilitation of the City's 1,800-slip marina located in Downtown Long Beach. Work consisted of preparing base maps, layout alternatives and cost estimates for the proposed rehabilitation work. Improvements to the marina include conversion from double- to single-loaded slips and provisions to accommodate Americans with Disabilities Act (ADA) requirements. BDG was then tasked to prepare the design – build contract documents for the resulting reconfiguration and reconstruction of the marina facilities.



**Martinez Marina, Westrec Marina Management, Inc., Martinez, California**

BLUEWater Design Group prepared the marina masterplan that was approved by City Council as the basis for the privatization of the marina and adjacent land areas. Conceptual design work is currently in process to refine the masterplan improvements to accommodate the developers land use plans.

BDG professional services continued with the preparation and processing of the City's application for grant funding to the California Department of Boating and Waterways (DBW) for improvements to the boat launch ramp and parking areas. The grant to the City was approved by DBW. Design work is currently in process by BDG to prepare construction contract documents for the DBW funded launch ramp improvements.



Similar to the DBW grant, the City was awarded a grant from the California Coastal Conservancy for shoreline stabilization and construction of public plaza and extensive waterfront access improvements. BDG is preparing contract documents for construction of these improvements concurrent with the launch ramp grant improvements. The critical design aspects include creative use of open space and surface treatments and implementation of new technologies for sheet pile construction and lightweight fill (geofoam) to minimize settlement in the deep layers of bay mud at the project site.

BLUEWater Design Group was also responsible for the permitting, design and construction-engineering support services for the year 2000/2001 maintenance dredging of the main channels in the marina. This dredging episode moved 35,000 cubic yards of material to onsite dredge disposal basins.

**BLUEWater Design Group**

**REPRESENTATIVE PROJECTS (Partial Listing).  
Page 3**

**Lake Las Vegas Miscellaneous Projects, Lake Las Vegas Marina JV, Henderson, Nevada**

BLUEWater Design Group provides on going engineering and construction support services for the construction of the marina, residential docks and shore side improvements throughout the Lake, which is a continuation of work started by Mr. Bazley while at Moffatt & Nichol Engineers. The improvements to date include a central 100-slip marina with slope access structures, more than 25 residential docks and three major public access docks. All facilities required specific design services for the cable stayed anchoring system to accommodate the lake level fluctuations, deep water and rock bottom conditions. The residential dock designs include a variety of access systems ranging from a cantilever gangway support to landscape stairways with gangway hinge abutments.



Additionally, construction is scheduled for completion in Mid-January 2003 for the extensive lake edge improvements adjacent to the Ritz-Carlton Hotel and Casino and the Intravest mixed used retail/residential developments. BDG has provided the planning, design and construction oversight for the unique lake edge treatment of a rustic stacked boulder retaining wall along the entire reach of the lake. The stacked boulder wall serves as the foundation for the waterfront promenade, a pedestrian bridge with waterfall and lagoon, lake over-locks, mini amphitheater and future boat dock access.



**San Mateo County Harbor District, Dornbusch Associates, San Mateo County, California**

BLUEWater Design Group teamed with Dornbusch Associates to prepare a business plan for the SMCHD properties, which included Pillar Point Marina and Oyster Point Marina. The business plan included a detailed assessment of the marinas and the improvements that are the responsibility of the Harbor District. After completing the physical evaluations, life cycle analyses were completed to identify the long-term maintenance and income projections. The business plan was accepted by the Harbor District Board of Directors and submitted to California Department of Boating and Waterways for restructuring their debts.

Peter Grenell, SMCHD General Manager, wrote in a letter to David Dornbusch,

**"I want to commend you, your staff, and your consulting team on your excellent efforts in carrying out this challenging task. We are most pleased, not only with the high quality of your work, but with your timely responsiveness to our changing needs as they evolved during the course of our dialogue with our companion 'client,' the Department of Boating and Waterways about plan parameters and content. Well done."**

**Jack Dunster Biological Marine Reserve, Utility Vault Company, Long Beach, California**

BLUEWater Design Group was selected by Utility Vault to prepare the analyses, calculations and certification of the floating wave attenuator and its pile anchoring system. The FWA is required to provide wave protection for the creation of a biological reserve in Long Beach near the Marine Stadium. Work consisted of preparing calculations, and designs for the floating wave attenuator and anchor piles.



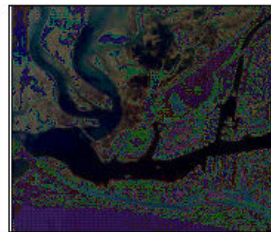
**BLUEWater Design Group****REPRESENTATIVE PROJECTS (Partial Listing).**

Page 4

**Sunset Harbour Marina Park; Goldrich & Kest Industries, Huntington Harbour, California**

Starting as the Project Manager at Moffatt & Nichol Engineers, Mr. Bazley directed the design services for the master plan development and engineering for the overall improvements to this Orange County recreational marine park. Mr. Bazley was responsible for development of alternatives to expand the marina uses, expand the landside boating facilities, create a wetland park/interpretive center, and investigate the feasibility of additional commercial parkland uses.

The challenges of development in this sensitive area have to be carefully managed to meet the requirements of the County of Orange and nearby residents, the objective of the park operator and to comply with the numerous regulatory agency permit regulations. Technical issues dealt with minimization of the potential storm water impacts to the adjacent wetlands, traffic impacts, site access and circulation issues and geotechnical challenges. Final designs were prepared for the marina replacement improvements. Land use alternative studies included a variety of land uses such as Recreational Vehicle Park and dry stack boat storage facilities.



BLUEWater Design Group is now responsible for development of the landside of the masterplan improvements to accommodate the clients' development objectives and for planning, permitting and preparation of the conceptual designs that will lead to final design and construction documents.

**Lake Powell Marina Facilities; ARAMARK and National Park Service, Glen Canyon, Arizona**

Mr. Bazley has provided a wide range of ongoing engineering services to support ARAMARK and the National Forest Service in their operations of boating facilities at Lake Powell. This relationship between ARAMARK and Mr. Bazley began at Moffatt & Nichol Engineers and has continued on at BLUEWater Design Group. Services to date include:

- Preparation of a finite element computer model analysis for the cable-stayed mooring system for the 850-slip marina at Wahweap. The marina is anchored in 265+ feet of water and is adjustable to accommodate a 135-foot water level fluctuation. The analysis was required to confirm the safety of the existing anchoring system, identify required improvements for the existing system and to serve as the basis for future expansion.
- Courtesy boarding floats have been redesigned to accommodate large houseboats and were prepared as a modular design to be applicable for all launch ramps on the lake.
- Designs were completed for a new floating visitor station at a remote marina location.
- Rehabilitation plans for a 2,500 foot long floating walkway at the Rainbow Bridge National Monument.
- Preparation of design documentation for the floating sanitation facilities (remote restrooms) to be installed throughout the lake and for production of units to be installed at other lake locations.

**Marina Verolme, S/A, Rio de Janeiro, Brazil**

BLUEWater Design Group was selected by the developers of Marina Verolme to prepare the analyses, calculations and designs of the floating wave attenuator (FWA) and its anchoring system. The FWA is required to provide wave protection for the creation of a marina at a rehabilitated industrial site. The FWA was designed as a reinforced concrete, post tensioned structure to be constructed locally. Work consisted of preparing calculations, and designs for the floating wave attenuator and the preparation of numeric model analyses to determine the structure alignment and section properties.

**BLUEWater Design Group**

**REPRESENTATIVE PROJECTS (Partial Listing).**  
**Page 5**

**Emeryville Marina, International Marina Group, Emeryville, California**

For the redevelopment of this marina Mr. Bazley performed a dock system condition assessment to identify deferred maintenance items and assessment of remaining service life to facilitate the privatization process. BLUEWater Design Group contracted with the development team to prepare and refine the marina master plan to identify long-range improvement plans for the property. The master plan served as the basis for documentation for City approvals, the CEQA process and to obtain permits from regulatory agencies including, San Francisco Bay Conservation and Development Commission, California Regional Water Quality Control Board and the US Army Corps of Engineers.



**City of Richmond Marina, Marina Bay LLC, Richmond, California**

Initial professional services required a detailed condition assessment of the marina facilities to identify deferred maintenance items and to establish a maintenance and rehabilitation plan and budget. Work continues on an as-needed basis to assist with the definition of maintenance tasks to rehabilitate the marina to correct deferred maintenance work items. Current assignment includes work with the Port to develop an implementation strategy for reducing wind-generated waves within the basin. Alternative analyses include investigations of floating wave attenuator alignments to protect the marina slips.

**Tahoe City Marina Master Plan, Tahoe City Marina, Lake Tahoe, California**

BLUEWater Design Group provided marina planning and design services to the consultant team selected to prepare a masterplan for the expansion of the existing Tahoe City Marina. Alternatives were developed to expand the marina and breakwater facilities while complying with local agency development criteria ranging from providing for parking and snow storage requirements to minimizing environmental and scenic impacts and restoring fish spawning beds. The masterplan alternatives include facilities for up to a 400-slip marina, marine repair and maintenance services (including travel lift and jib cranes), boat rental and sales, and yacht club facilities. Mr. Bazley's responsibilities included development of the marine engineering planning, preliminary construction cost estimates for the basin perimeter protection and marina improvements.

**Two Harbors Marina, Minnesota Department of Natural Resources, Two Harbors, Minnesota**

BLUEWater Design Group was selected by the Minnesota Department of Natural Resources (State) to prepare the analyses, calculations and preliminary designs for the City's marina basin including a Rubble Mound Breakwater. Numerical modeling methods were employed to determine the optimum alignment for the rubble mound breakwater. Wave environments were modeled for operational and extreme conditions on Lake Superior to determine corresponding conditions within the marina basin given alternative breakwater alignments. With the preferred breakwater alignment, dock layout and internal basin designs were then prepared. The preliminary designs were approved by the City and the State, then provided to the US Corps of Engineers to prepare final construction drawings.

**Marina Harbor Improvements Evaluation Project, Marina Harbor Apartments and Anchorage, Marina Del Rey, CA**

As part of a four-phase project, an inspection was conducted of the existing 671-slip marina to assess existing conditions and estimate remaining service life for the dock system. Work included inspection of existing dock system, guide piles, and utilities. Evaluations of the dock systems were provided to guide the planning process for the rehabilitation of the marina facilities. Marina layout plans and conceptual costs estimates were developed for three primary rehabilitation alternatives.

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**BLUEWater Design Group****TIMOTHY B. BAZLEY, P.E.**  
**Senior Civil Engineer****EDUCATION**

B.Sc. Civil Engineering, Michigan State University, 1982

**REGISTRATION**

Civil Engineer - State of California, C50019

**EXPERIENCE**

Mr. Bazley is experienced in the planning and design of civil and public works engineering projects, including both new construction and rehabilitation. His professional experiences have developed exceptional skills in the management of large scale, multifaceted, waterfront development projects. Mr. Bazley's professional responsibilities have included the management and technical development of privatization projects, Urban Master Plans and Environmental Impact Reports and construction documents. He provides specialized knowledge of design considerations for infrastructure, marina and resort facilities. He has accomplished numerous projects for the planning, design and management of marinas and complex waterfront public works projects.

**REPRESENTATIVE PROJECTS (Partial Listing)****Martinez Marina Plaza and Boat Launch Ramp Improvements, Martinez, CA**

Mr. Bazley assisted the City of Martinez implement the City's plans for the renovation of the marina's public access core. The assignment for Mr. Bazley and BDG included planning and layout of the plaza area improvements and improvements to the adjacent boat. The improvements are funded by a grant from the California Coastal Conservancy for the Plaza Improvements and the California Department of Boating and Waterways for the launch ramp and parking area improvements. The Plaza improvements include the installation of a composite fiberglass sheet pile wall for shoreline stabilization. The launch ramp improvements include raising the crown elevation of the ramp to protect from seawater inundation. The ramp improvements included the use of precast concrete panels for the ramp surface improvements. Work consists of preparing concept plans, field evaluations and final designs and construction contract documents for all works.

**Cabrillo Way Marina, Port of Los Angeles, CA**

Mr. Bazley directed development of the master plan and engineering services for re-development of this marina area. The Port of Los Angeles selected the Westrec Marina Management Inc and BLUEWater Design Group for implementing the \$60+ million marina redevelopment. The objective of the project is to develop approximately 35 acres of land and 40 acres of water. The master plan includes facilities for a 675-slip marina, dry stack storage for 700 boats, marine repair and maintenance services, 100,000 square feet of retail facilities, a boat mall for boat dealers, and youth boating program facilities. Mr. Bazley's responsibilities included development of the civil and marine engineering planning, preliminary engineering and construction cost estimates for the land developments, basin perimeter protection and marina improvements.

**Sunset Harbour Marina Master Plan Development; Goldrich & Kest Industries, Huntington Harbour, California**

Mr. Bazley directed the efforts for the master plan development and engineering for the overall improvements to this Orange County recreational park. Mr. Bazley was responsible for development of alternatives to expand the marina uses, expand the landside boating facilities, create a wetland park/interpretive center, and investigate the feasibility of additional commercial parkland uses. The challenges of development in this sensitive area have to be carefully managed to meet the requirements of the County of Orange and nearby residents, the objective of the park operator and to comply with the numerous regulatory agency permit regulations. Technical issues deal with traffic impacts, geotechnical challenges and site access and circulation issues. Final designs were prepared for the marina improvements.

**MEMBERSHIPS**

State Organization for Boating Access – Maintenance and Operations Manual Committee  
Urban Land Institute – Panel Member (Redondo Beach, CA 2000 / Norfolk, VA 2002)  
California Marine Parks and Harbors Association  
California Association of Harbor Masters and Port Captains